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ABSTRACT

A social studies unit and student workbook explore the historical geography of the area of Peachtree Street in Atlanta, Georgia. The unit deals with sequent occupance, a type of historical geography in which students study the same area, the changes in culture, and the changing land use in the area during certain time periods. For each period, students examine developments in technology, social organization, economy, population, settlement pattern, and transportation and communications. Chapter I explores Indian pre-history and early history in the Atlanta area. During this period, nomadic hunting of large animals gave way to settled cultivation of crops and hunting of local small game. Chapter II characterizes Indian life prior to European contact as including cultivation of corn and alteration of the physical environment by fire to expand villages and fields. Chapter III shows how contact with Europeans led the Indians to become dependent upon trade with white men and to ignore crop cultivation. Chapter IV explores pioneer white settlement from 1821-1860. The first settlers in the Atlanta area lived by subsistence farming. The area grew quickly once a railroad terminus was established there. Chapter V reviews growth of the Peachtree Street area from 1860-1920. The period saw industrial growth, destruction during the Civil War, and reconstruction into a commercial and residential street. Chapter VI explains how stores, offices, and apartments took over Peachtree Street during 1920-1977. The student workbook contains activities and questions to enhance student comprehension of each chapter. (AV)

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CHANGING LAND USE:

PEACHTREE STREET, ATLANTA

A Case Study in Sequent Occupance

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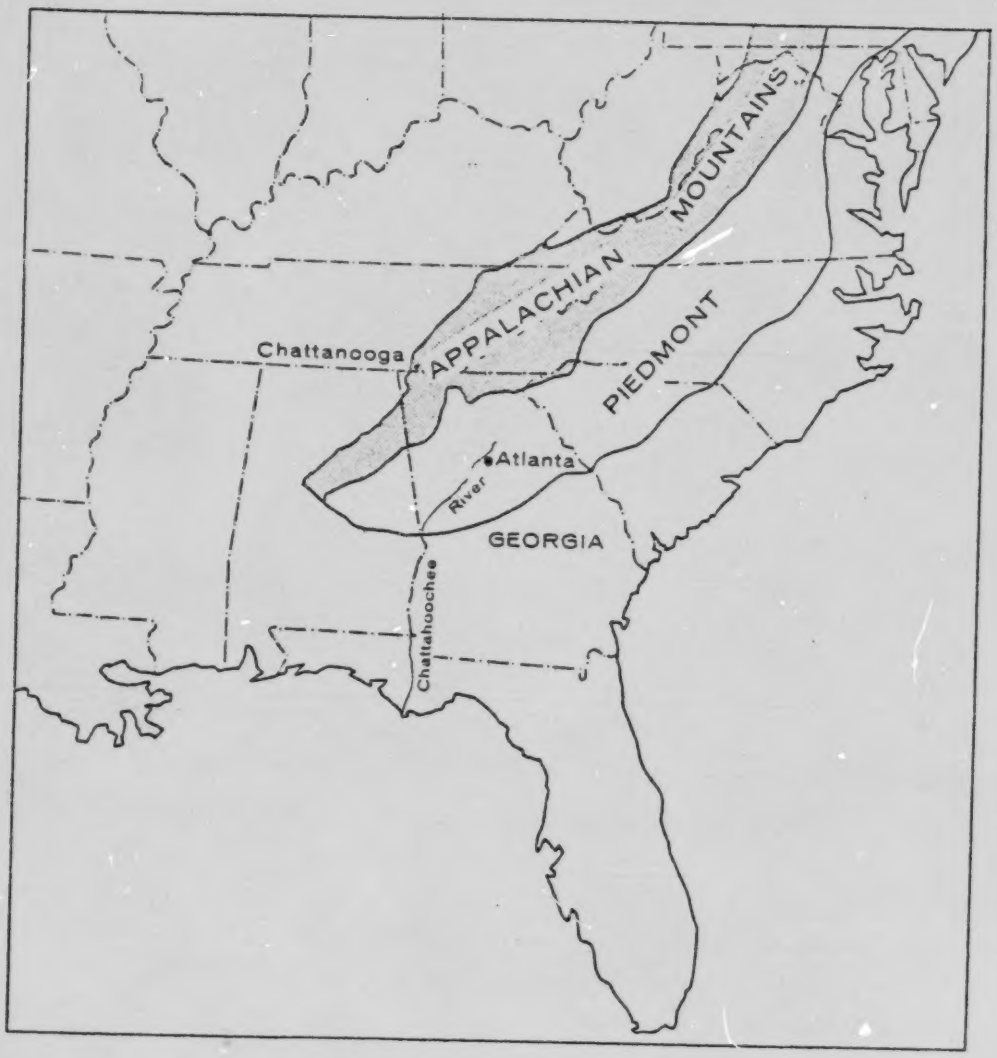

The Southeastern United States

CHANGING LAND USE: PEACHTREE STREET, ATLANTA

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FOREWORD

To the Teacher and Student - Please Read

This foreword is an explanation of this unit in historical geography. It also tells you the way the material is presented and something about the work of the Geography Curriculum Project.

Historical Geography and Sequent Occupance. The idea behind the unit is that man changes the way he uses his environment over time. Some of this change occurs as a result of changes in the physical environment. But most of the changes in land use result from changes in man's culture. If we look at the same area of land in Year A and then come back and look at the same area in Year B, say 500 years later, we will find that the area is not the same. Forests have been cleared, roads built, cities developed, as in the United States. But in other areas of the world, a reverse process is often found: great cities have been abandoned, and the sands of the desert or the growth of the jungle covers the streets where people once worked and played.

The study of changing land use through time is a study of history and geography. Geographers and historians who are interested in changing land use are called historical geographers. As you study this unit, therefore, you are working in an approach called historical geography.

A special approach that you will be using in this unit is called sequent occupance. As man occupies the land, he changes the land and its use. As these change from time to time, one can look back and see certain sequences, stages or definite time periods in which man used the land in a certain way. Look in your workbook on the last page and you will see a chart. Across the top are six stages, or sequences, which you will study in the Atlanta unit. The sequences vary with the area. On the left of the chart are listed certain elements or factors which bring about changes (which are reflected in the different time periods). These factors are cultural factors. Changes in these elements are the causes which bring about the changes in land use in the different periods. Sequent occupance is thus a special type of historical geography in which we study the same area, the changes in culture, and the changing land use in the area by certain time periods.

Concept Acquisition and Transfer. The way this material is presented emphasizes concept acquisition and transfer. Each time period of sequent occupance presents the major cultural factors bringing about changes in land use. These big ideas, or concepts,

INTRODUCTION

Have you ever wondered what the area in which you live was like one hundred years ago? What was it like a thousand years ago? This unit has been written to answer such questions about the city of Atlanta, particularly Peachtree Street.

Not two centuries ago the land now occupied by the city of Atlanta belonged to the Creek Indians. The Indians lived and grew crops along the rivers and creeks and used the forested areas for hunting game and providing firewood. Ancestors of these Indians had lived in the area for at least 11,000 years. Although life styles changed during that time the Indian stage of occupance was marked by subsistence land use. Hunting and gathering later gave way to cultivation but the purpose of land use was to survive. When the first white settlers moved into the area they also lived on the land by subsistence farming. However, in the late 1830s a settlement began around four pioneer roads which met about seven miles east of the Chattahoochee River. This marked the start of the urban stage of land use which exists today.

The location of the settlement at the southern end of the Appalachian Mountains meant that there was access in all directions to the most highly populated, urbanized, and industrialized areas in the United States. From a settlement of a few hundred people in 1840 Atlanta grew to such an extent that it was ranked twentieth in population in the United States in 1970 and the city now serves the southeastern United States as the major wholesale, retail and administrative center.

To explain changes in land use which have taken place since the original settlement of the area by human beings, six factors have been identified. These factors show how different aspects of the physical and cultural environments have changed over time. The six factors in this unit are:

Technology - all the methods used by people to provide objects and services necessary for their survival and comfort.

Social Organization - the ways people are organized into groups and the way relations are maintained within a society. In our society the system of law and government is an important part of our social organization.

Economy - the way in which people organize themselves to provide goods necessary for their survival and comfort. The level of technology plays an important part in the type of economy found in an area. In this unit you will see how the first white settlers in the Atlanta area were self-supporting and were able to provide for their own needs. Today we live in a world of specialists. People usually do one job and pay for the other things they require to make life more comfortable.

Population - how many people live in an area and how crowded that area is.

Settlement Pattern - the arrangement of groups of people over an area. Do they live in large cities, small towns or in individual farms scattered all over the area? Where are these settlements found?

Transportation and Communications - how people travel and keep in touch with others. Methods of transportation and communication have changed greatly during the twentieth century.

While you read about each of these aspects of life, try to think about how the landscape has changed. For example, the area now covered by large office buildings and stores was once a forest inhabited by Indians and wild animals.

In this unit you will be using a method of interpreting changes which have taken place called "sequent occupance." That means you will start at the time of the earliest settlement of the Atlanta area by human beings and work through the different stages to the present day. In telling the story of the sequence of land usage along Peachtree Street six stages have been identified to make an understanding of the changes easier. These stages are:

1. Indian Pre-history and Early History - from 9500 B. C. to 1000 A. D.
2. Indian Life Prior to European Contact - from 1000 A. D. to 1600 A. D.
3. Indian Settlement after European Contact - 1600 A. D. to 1800 A. D.
4. Pioneer White Settlement in the Atlanta Area - 1821 to 1860
5. Peachtree Street as a Commercial and Fashionable Residential Area - 1860 to 1920
6. Peachtree Street as a Commercial and High Density Housing Area - 1920 to 1977

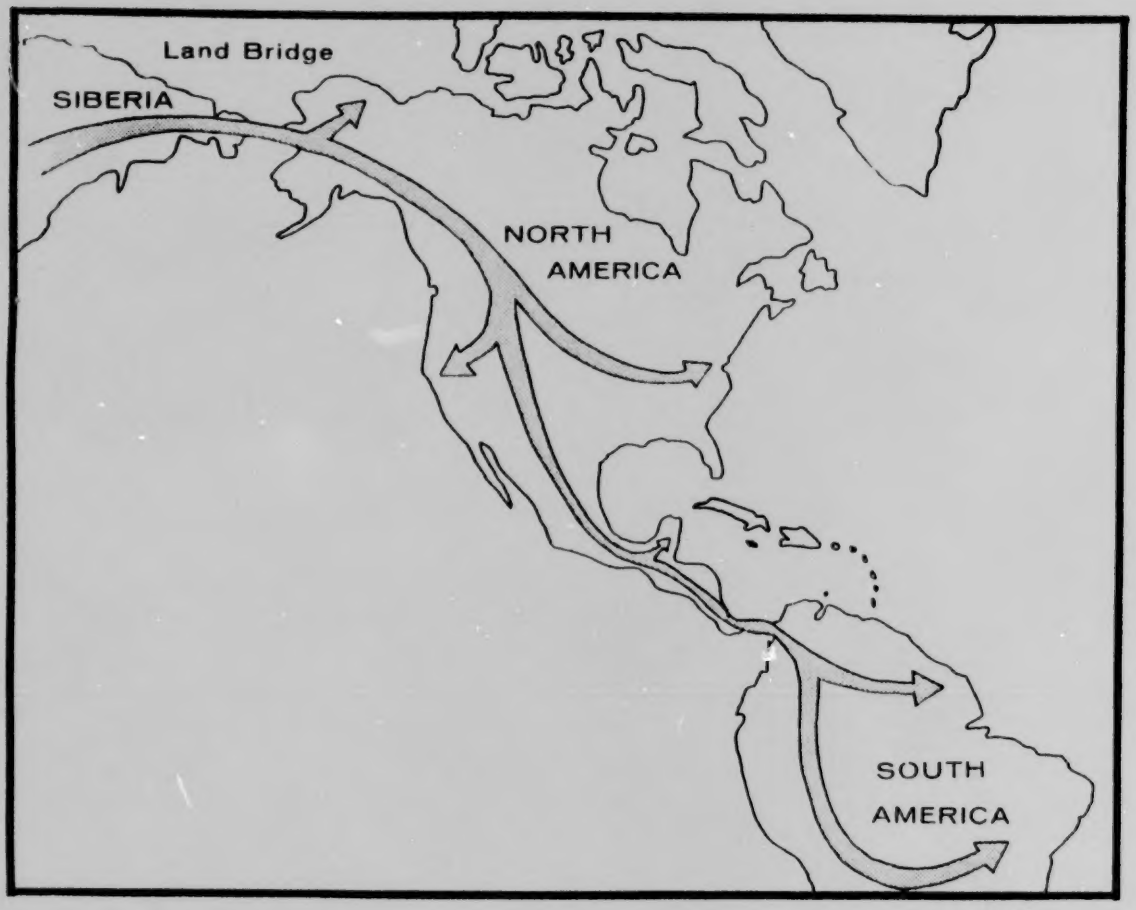

Figure 1
The Routes into the New World

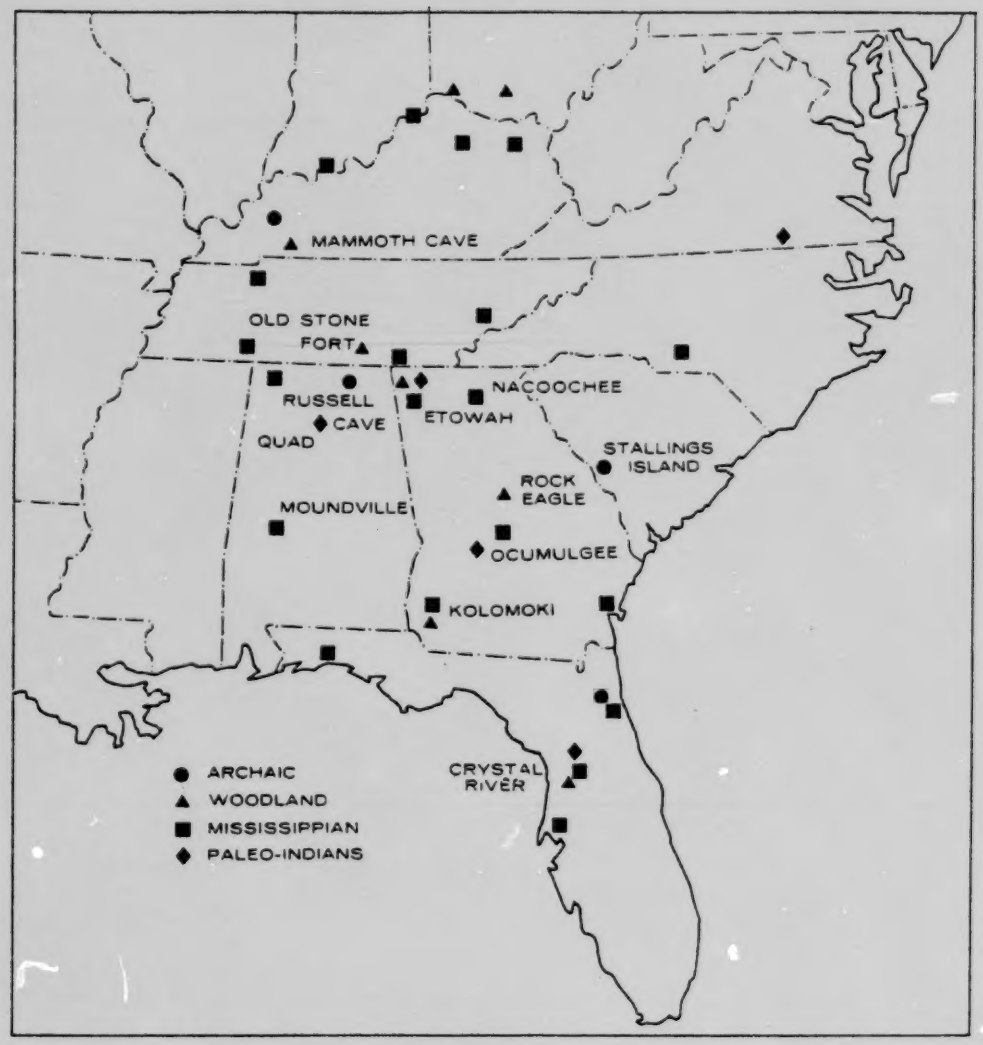

Figure 2

Some Important Indian Sites

Note: Although no sites are shown in the Atlanta area, it is believed that each of the four Indian cultures noted were found in the area.

CHAPTER 1

INDIAN PRE-HISTORY AND EARLY HISTORY

The first people to come to North America may have arrived around 40,000 to 50,000 years ago. At this time a land bridge, in the area of the Bering Strait, linked the North American continent to Asia (Figure 1). Some doubt exists as to whether people lived in North America at this early stage but there is much evidence of humans living in North America about 11,500 years ago. Four different Indian cultures are known to have occupied the Southeastern United States. These are:

1. Paleo-Indian - beginning about 9500 B. C.
2. Archaic Culture - beginning about 8000 B. C.
3. Woodland Culture - beginning about 1000 B. C.
4. Mississippian Culture - beginning about 700 A. D.

The location of some important archeological sites associated with each culture is shown in Figure 2. Although there is no firm evidence from such sites in the Atlanta area it is reasonable to assume that Indians from each culture once lived in the area.

1. Paleo Indian

The Paleo Indians lived on the grassy and swampy plains of North America 11,500 years ago. These people obtained food by the specialized hunting of large animals (Figure 3). The animals they hunted are now extinct but at this time mammoths, camels, horses, bison and mastodon roamed the Southeast.

These people used spears for hunting. The spears were tipped with a stone point which was tied to a bone foreshaft. The bone was attached to a wooden handle so that it could be thrust into an animal and then pulled free. The handle could then have another foreshaft attached (Figure 4).

Figure 3
Paleo-Indians Hunting an Ice Age Bison

Figure 4
Clovis Point and Bone Foreshaft

The Paleo Indians probably crept up on a large animal while it was drinking, wounded it, and then followed it until it tired. They could then get close enough to kill the animal. Another hunting technique was to stampede a herd of animals over a cliff or into a gully or bog.

The Paleo Indians often set up their camps on ridges or slopes of hills overlooking watering places. They made little use of caves or rock shelters. Evidence of Paleo Indians has been found at Quad in Alabama and Dalton, Georgia.

2. The Archaic Culture

Instead of mainly hunting large animals, the Archaic Indians gathered vegetable foods, particularly acorns and hickory nuts, fished, and hunted and trapped small woodland animals. People became increasingly sedentary and could get sufficient food from smaller and smaller territories.

Many different shaped stone projectile points were used. Choppers and scrapers of chipped stone were similar to those used by the Paleo Indians but the Archaic Indians also made artifacts out of polished stone. Some of these were practical, such as milling stones for grinding seeds, stone adzes, and grooved axes. Others were for decoration, pleasure and ritual, such as stone weights, pendants and beads.

Archaic people hunted and gathered a wide variety of foods in different seasons. This meant that some of them moved from one site to another during the year, fishing and collecting shellfish in one place, collecting nuts in another, and hunting in still another. Deer were the most important animal food source. Elk, bear, fox, wolf, squirrel, raccoon, opossum, beaver, otter, turkey and birds were also hunted. The Archaic people killed larger animals with short spears ejected from spear-throwers.

About 2000 B. C. the Archaic people began to make pottery bowls. Grass, roots, or Spanish moss was placed in the clay to strengthen it for firing.

Some important archeological sites indicating the presence of Archaic Indians have been found at Russell Cave, Alabama, Eva, Tennessee and Stallings Island near Augusta, Georgia.

3. The Woodland Culture

This culture began about 1000 B. C. and was a time of transition from an exclusively hunting and gathering way of life to one in which agriculture played an important role. Indians cultivated the seeds of native plants such as sunflowers,

sumpweed, knotweed and canary grass. These plants thrived on the flood plains of rivers and the Woodland Indians began to establish small settlements which were more permanent than before in these areas. Three tropical crops were introduced. The bottle gourd was used as a container. The squash produced a hard rind which was used as a container and the seeds were eaten. A type of corn, called "tropical flint", was also grown.

The Woodland people continued to rely on gathered plant foods such as hickory nuts, walnuts, acorns, hazelnuts, chestnuts, grapes, persimmons, raspberries, blackberries, strawberries and pawpaws. Hunting of animals was still important. Deer and turkey were the favorite game animals.

The making of pottery became widespread during this period. Pottery was usually tempered with crushed rock or grit instead of vegetable fibers and was often decorated with animal motifs.

An extensive trade network developed and mica from the Appalachian Mountains was used throughout most of the Southeast.

Indians of the Woodland culture constructed monumental earthworks. Some were only a few feet high while others were huge. One of these sites is at Rock Eagle, Georgia. Here rocks were piled into the shape of a bird. At Kolomoki in southern Georgia a number of mounds can still be seen. These cover an area of 300 acres. The largest mound, probably a temple mound, is over 50 feet high and is 325 feet long and 200 feet wide. Two burial mounds are located nearby. Other sites occupied by these people have been found at Tunacunnhee in northwestern Georgia and Old Stone Fort in Tennessee.

4. The Mississippian Culture

This culture began along the middle course of the Mississippi River between 700 and 900 A. D., and spread along river systems. Both the Mississippian and Archaic Cultures existed in the Southeast until the coming of the white man.

The most characteristic feature of the Mississippian tradition was the building of flat-topped earthen mounds that served as the foundations for important buildings, such as chief's houses and temples. Mississippian Indians established their towns near the courses of old channels of rivers where the best soil for their kind of hoe agriculture was found. They frequently surrounded their towns with defensive structures such as a water-filled ditch or timber palisades.

During this period the cultivation of corn, beans and squash became important, and the old native plants were grown less frequently (Figure 5). The main agricultural tools were

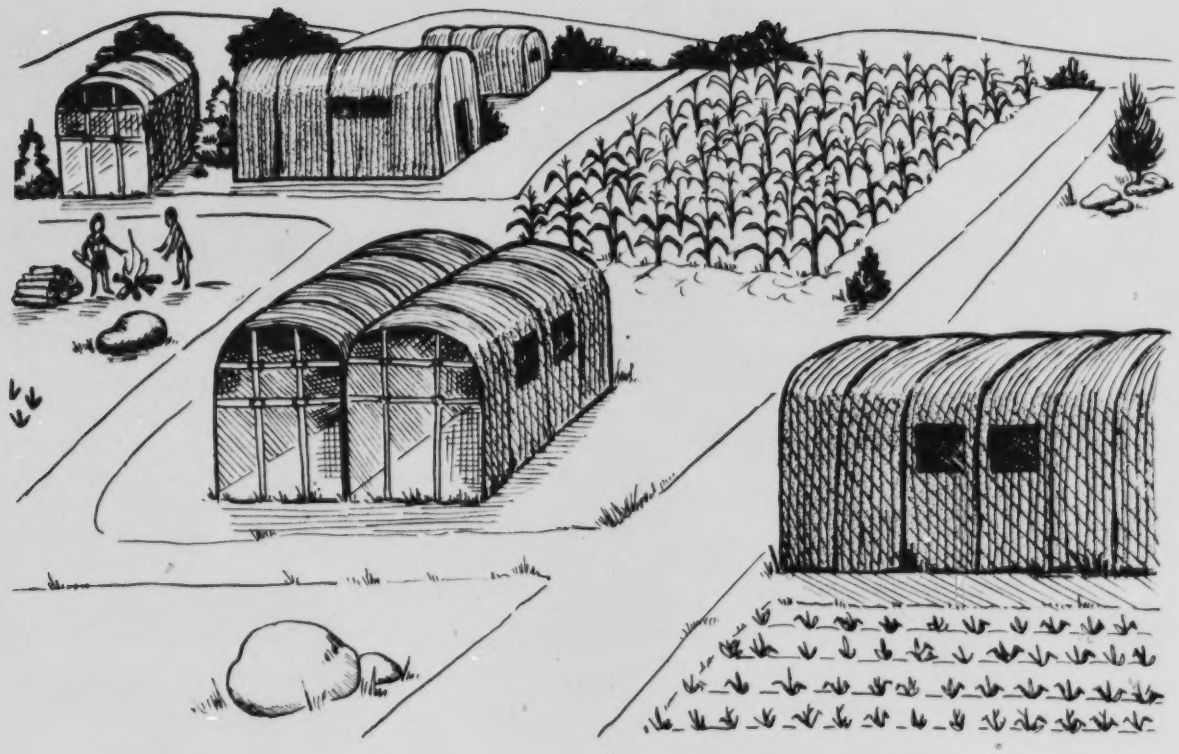

Figure 5

A Mississippian village showing dwelling units and areas under cultivation

the digging stick and a short-handled hoe with a blade made of chipped flint, the shoulder blade of a large animal, or shell.

Mississippian towns have been found in areas where there were substantial areas of riverine soil (i.e., well-drained sandy loam soils, particularly where these soils were flooded each year). A long, moist growing season was also necessary for the new variety of corn which was introduced from Mexico. Hunting, particularly for deer and turkey, was still an important part of Indian culture. Mississippian sites in Georgia have been found at Ocmulgee and Lamar, near Macon, and at Etowah and Nacoochee.

Summary

Marked changes in land use occurred during the early centuries of human settlement of the southeast. The first inhabitants survived by hunting large animals which then roamed the area. These people were nomads who often had to move great distances in search of food.

The Indians of the next period which began about 10,000 years ago lived more sedentary lives. They were hunters of small woodland animals, fishermen and gatherers of plant foods which grew wild in their environment.

About 3,000 years ago, the growing of crops became one way in which Indians obtained food. These people collected the seeds of native plants and sowed them along river flood plains. The gathering of wild foods and the hunting of animals were still very important methods of obtaining food.

The Indians who lived in the area about 1,000 years ago developed a way of life that was reliant upon the cultivation of specialized crops especially corn, beans and squash. These people established villages near areas of cultivable soil along river banks and developed ceremonies associated with the growing of corn. While cultivation had become important to these people, the hunting of small game was still essential to their survival.

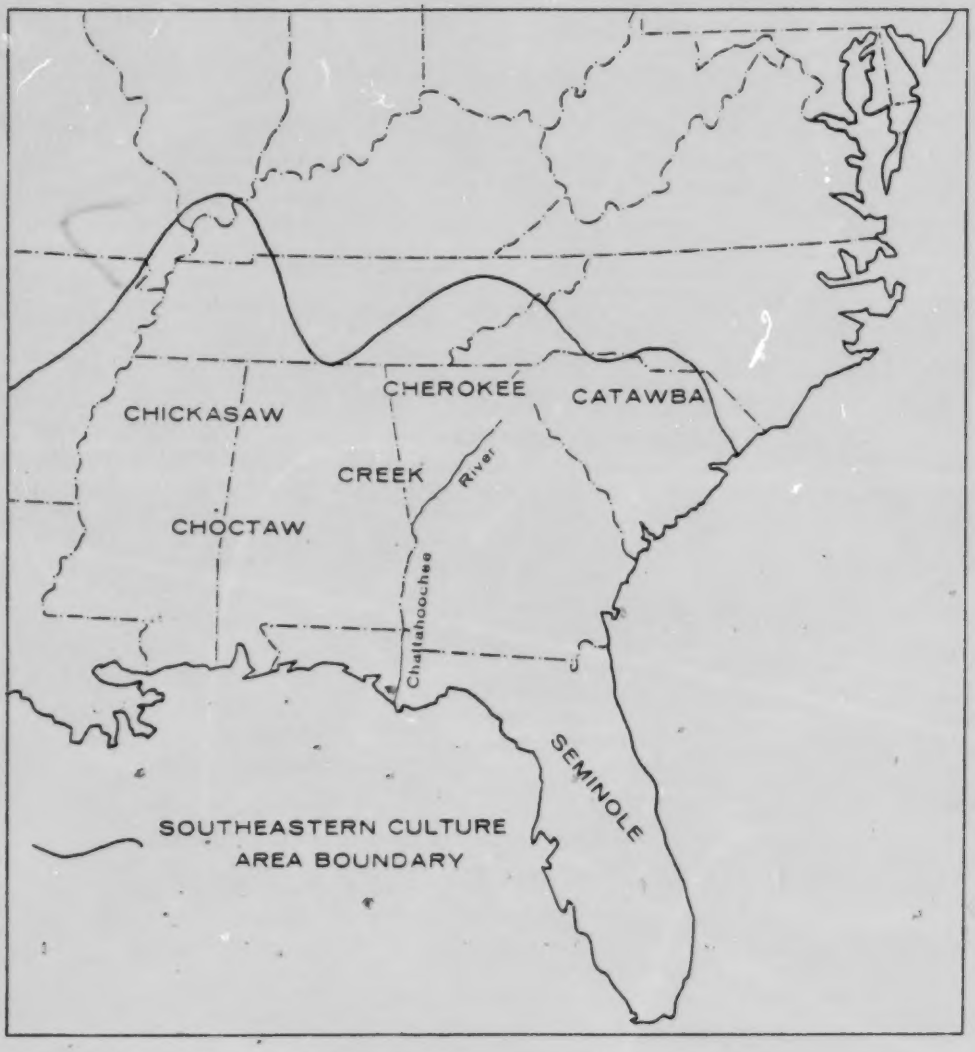

Figure 6

Southeastern Culture Area Boundary

Indians of the Southeast, about 1800. Note that the Southeastern Culture Area extended from west of the Mississippi to the Atlantic Ocean. The two main tribes in Georgia about 1800 were the Cherokee, occupying the northern portion of the state, and the Creek, occupying the western portion of the state. In the area which was to become Atlanta, the Cherokee lived north and west of the Chattahoochee, while the Creek lived to the east and south of the same river.

CHAPTER 2

INDIAN LIFE PRIOR TO EUROPEAN CONTACT

In this section the life-style of the Indians in the time prior to European contact will be discussed. For some Indians this contact occurred during the 16th century, for others it was considerable later. The Southeastern culture area and the approximate location of major Indian groups is shown in Figure 6.

The Indians inhabiting Georgia before European contact had developed a subsistence economy which combined the hunting and gathering of wild foods with the cultivation of domesticated foods.

Technology

The technology of the Indians was mainly associated with the day-to-day needs of the people in obtaining food and making clothing. However, by the time Europeans arrived in North America, technology was also involved in the making of ornaments and artforms.

The main hunting weapon was the bow and arrow. The main strategy of the Indian hunter was to get close to the animal so that he could not miss. Bows were made of black locust or ash and were strung with strips of buckskin. Arrows were made from cane, either sharpened or tipped with flint points. Blowguns, made from hollowed cane, were used to kill squirrels, birds and other small game.

Cultivation had become an important part of the Indian way of life. Before planting crops the Indians killed the large trees by girdling them with a stone axe. When the tree died it was burned or left to rot. Fire was used extensively for cooking, for warmth in winter, as a means of communication, and to drive animals out of the forests into traps. Of great importance to the Indian hunting economy were the glades or

prairies where deer could browse. Many early European explorers reported treeless areas within the forest. These areas were the result of the continual burning of vegetation.

Fish were caught by building fish traps, weirs, and nets across streams. Cane spears were also used, especially when the men fished from dugout canoes. Indians also used bone hooks which were attached to a line and strung across a stream.

The Indians of the Southeast did not possess a true loom but women were skilled at twining, plaiting and weaving with their fingers. The most important animal fibers used in weaving were buffalo hair and opossum hair. Vegetable fibers obtained from Indian hemp were used to make cord and rope.

Clothing was made from animal skins. Women cured the skins by soaking them in water for a few days, drying and scraping the hair off (except on buffalo and bear skins) and then smoking the skins over a pit.

The outer covering of cane was used for the weaving of baskets and mats. Pottery was also very important. Many utensils were made from clay and some were very ornate. Water bottles were often made in the shape of animals and men, and other utensils were decorated with incised or painted designs.

Several stone working techniques were used. To make projectile points, scrapers, knives, hoes and axes out of quartz and flint, a chipping and flaking technique was used. This technique was inherited from the Paleo-Indians and involved striking a stone with a pointed piece of bone or antler. Stone was also worked by grinding and abrading it into the desired shape and then polishing it to a high finish. Some stone axes were made in this way. Many impressive stone sculptures made by Indians have been found, such as the funeral effigies from Etowah.

Economy

The subsistence pattern of the Indians was based upon two important elements: (1) the cold season and the warm season, and (2) the distinctive roles of men and women in the division of labor.

The year was not a continuous span of time for the Indians. It was sharply divided into two seasons. Food was most abundant in the late summer and early fall, allowing the people leisure time to hold festivities, games and celebrations.

Hunting was the work of the men and mainly a winter occupation. Only those animals that were required for food were

killed. Hunting was not regarded as a sport because the Indians were superstitious of the spirits of the dead animals. Two types of hunting took place. Individuals stalked animals on foot, usually without the assistance of dogs, and killed them with arrows. Occasionally village groups organized a hunt on a communal basis. The men spread out in a semi-circle and, as they moved through the woods, drove wild animals from their hiding places by fire and noise, until the animals were completely surrounded. The animals were then killed by arrows or spears. Meat and skins obtained in this manner were shared by all the hunters.

Southern Indians, however, were mainly farmers and depended upon cultivation for survival. Cultivation was carried on during the warm season. Two types of plots were used for growing food:

1. Garden plots which were located close to the dwellings and were tended by women. Melons were grown in these plots for immediate use and corn, beans, potatoes, pumpkins and squash were produced for later as well as immediate use.
2. Larger plots were located further away from the dwellings. These were tended by men. Often land was selected along river plains where the soil was fertile and less work was needed to clear the area of trees. The larger trees were girdled, while the saplings and undergrowth were cut down and burned in heaps.

The most important crop was corn (maize) which was grown in the larger fields. Indians timed their festivals and major council meetings to coincide with the shooting and the ripening of the corn. Planting and harvesting of corn were family activities in which both men and women participated.

Each family raised enough food, when supplemented by hunting, to ensure its survival and to allow some portion to be placed in the public store-house for common use in emergencies. Multiple cropping, the planting of two or more separate crops on one plot of land during one year or growing season, and intercropping, the growing of several kinds of vegetables together in the same field, were two techniques developed to increase production. Indians intercropped beans, squash and corn.

Hill-planting was a commonly used method of growing crops. In this technique seeds were placed in "hills," patches of ground about 12 inches in diameter, and the 3 feet of ground between hills was left undisturbed.

Indians practiced a rotation of fields rather than a rotation of crops. A field was "cropped" until it no longer produced adequate yields, then it was abandoned and new lands cleared.

In addition to hunting and cultivation, trade was carried on between the various Indian groups. Salt was valuable and was obtained by evaporating the water from salty springs. Clay pipes, produced by the Cherokees, were also in demand. In areas where there was a surplus of farm produce, exchange also occurred. A professional class of Indian trader developed, who realized the value of trading. This accounts for Indian willingness to trade with the white man in later years.

Social Organization

The life of the Southeastern Indian was largely regulated by his kinship system. It provided him with a set of ready-made categories that determined who his enemies were, who his allies were and whom he could and could not marry.

Kinship among the Southeastern Indians was matrilineal, with relationships traced through women on the mother's side. Women held honored places in the society but did not have charge of the society. Most of the political power was held by men.

Groups of Indians who believed themselves to be blood relatives belonged to a clan. A clan consisted of a series of family lineages scattered about in various towns. The clan was the most important social group to which a person belonged.

Population

The Indian population in the Southeast before the arrival of the white man is unknown. Estimates vary from 170,000 to 1,500,000.

Settlement Pattern

The Southeastern Indians generally preferred to live along river valleys, including the Chattahoochee River, where they grew corn and other plants. The sites of towns and villages were the ridges and bluffs above the flood level of the rivers. The size of settlements was determined by the availability of riverine land and the firewood supply. Towns were occasionally moved. This was due, in part, to the firewood supply and land for garden plots becoming exhausted. As the town became surrounded by more and more useless land, the women would have to walk further to tend gardens and gather firewood. Eventually the town was no longer a suitable place in which to live.

Transport and Communications

The Southeastern Indians could satisfy most of their material needs without traveling far from home, but they did travel for three purposes: to hunt, to wage war, and to trade. In the cold season they sometimes traveled long distances to good hunt-

ing grounds. In the warm season they traveled long distances to seek revenge. Trading was carried on over large areas. The Southeast was covered by a network of trails stretching from Richmond, Virginia to the Mississippi River, and from St. Augustine, Florida to the Great Lakes. Some of the trails used by the Indians were made by buffalos and other large animals. Many of these trails led to salt licks, and some were 4 feet wide. Many trails were made solely by Indians. Trails were more common above the fall line because on the coastal plain travel was made difficult by the many rivers and swamps.

The Indians traveled mainly on foot. They would journey hundreds of miles in this manner. When they encountered a stream too deep to wade they made a raft of cane, or a temporary canoe of hickory, cypress or elm bark.

Summary

The Indian stage of settlement prior to the coming of the white man was based upon a subsistence way of life which was an extension of the Mississippian culture. Life had become more sedentary and was based upon the cultivation of crops, especially corn, the gathering of wild foods and the hunting of animals. Villages were established around water courses especially in areas where land suitable for cultivation could be found.

The natural environment was altered by the Indians. Trees were killed and land cleared for the establishment of villages and fields. Many paths led through the forests and trading between groups was important. The major transformer of the natural vegetation was fire. Indians used fire for heating, cooking, hunting, communication and clearing the undergrowth.

CHAPTER 3

INDIAN SETTLEMENT AFTER EUROPEAN CONTACT

The Spanish were the first Europeans to visit the Southeast. They were in search of wealth, particularly gold. They established a number of colonies but all failed. Despite this the contact that the Spanish had with the Indians had devastating effects. Diseases such as smallpox, measles, typhus, tuberculosis, chicken pox and influenza that the white man brought with him killed large numbers of Indians who had no natural resistance to them.

The Spanish explorer who had the greatest effect on the Indians of the Southeast was Hernando de Soto. In 1539 de Soto crossed Georgia from the southwest corner to the area that is now Augusta. He used the Indians as slaves to carry his gear and supplies. Frequently he plundered and burned villages. His journey through the Southeast left the Indians with bitter memories of the white man.

The Spanish feared that the French would establish colonies on the eastern coast of North America. In 1565 the Spanish founded St. Augustine and in 1566 strengthened their outpost near Beaufort, South Carolina. From Beaufort, Captain Juan Pardo was sent inland to the Blue Ridge Mountains to explore, missionize, and secure the land for Spain. He established a small garrison at Xuala in the northwest corner of present-day South Carolina. From this point contact was made with the Indians living in the Blue Ridge Mountains (the Cherokee).

British exploration of the Southeast began in 1565 when Sir John Hawkins sailed along the Florida and Carolina coast. After Jamestown and other settlements were established John Lederer explored the Virginia back-country in 1669 and 1670. Later expeditions into the Appalachian Mountains found that the Cherokees already possessed some European goods which they had acquired from the Spanish. These explorations paved the way for traders. Indian groups in north-western Georgia had contact

with English traders long before a colony was established at Savannah. Figure 7 indicates some aspects of European settlement and exploration in the Southeast.

Indian Life in the 18th and 19th Centuries

Technology

Indian technology during these centuries was a mixture of two cultures. The Indians had their inherited technology and had acquired many European implements. The bow and arrow existed along with firearms introduced by Europeans. The introduction of axes and knives made from steel led to many changes in the Indian way of life. The clearing of land became easier, as did the skinning of animals.

Indians first acquired European tools and weapons from exploratory parties, either through trade or by theft. In later times trade became especially important. Indians supplied traders with deer skins in exchange for guns, tomahawks, hoes, brass kettles, knives, rum, beads, and cloth. The Indian way of life changed to such an extent that many of the old skills were lost and the people became dependent upon the white man's tools which could only be obtained by trading. The growing of crops and hunting of game for food suffered as the Indians hunted deer for skins to trade. This change led to the disruption of the Indian economy and eventually to its destruction.

Economy

Gradually the traditional way of life of cultivation in association with hunting and gathering changed. Most changes occurred as a result of the introduction of the trading economy. Indians desired European manufactured goods and the British wanted deer skins and slaves. Many deer were killed in the forests of Georgia by the Indians using guns obtained from the traders. The skins were carried to trading posts set up where major trails met. Here the skins were exchanged for desirable goods. The deer skin trade lasted for over a century. During that time millions of deer were killed in Georgia. The slaughter of deer in the Southeast was on a scale similar to the later buffalo slaughter on the prairies of the west.

Traders were also involved in Indian slavery. Rather than catch the slaves themselves they persuaded different tribal groups to capture Indians from other tribes. Most of the slaves were shipped to New England or to the West Indies because escape was too easy for them in familiar territory. Indian slaves were not considered to be as good as slaves from Africa and they sold for about half the price.

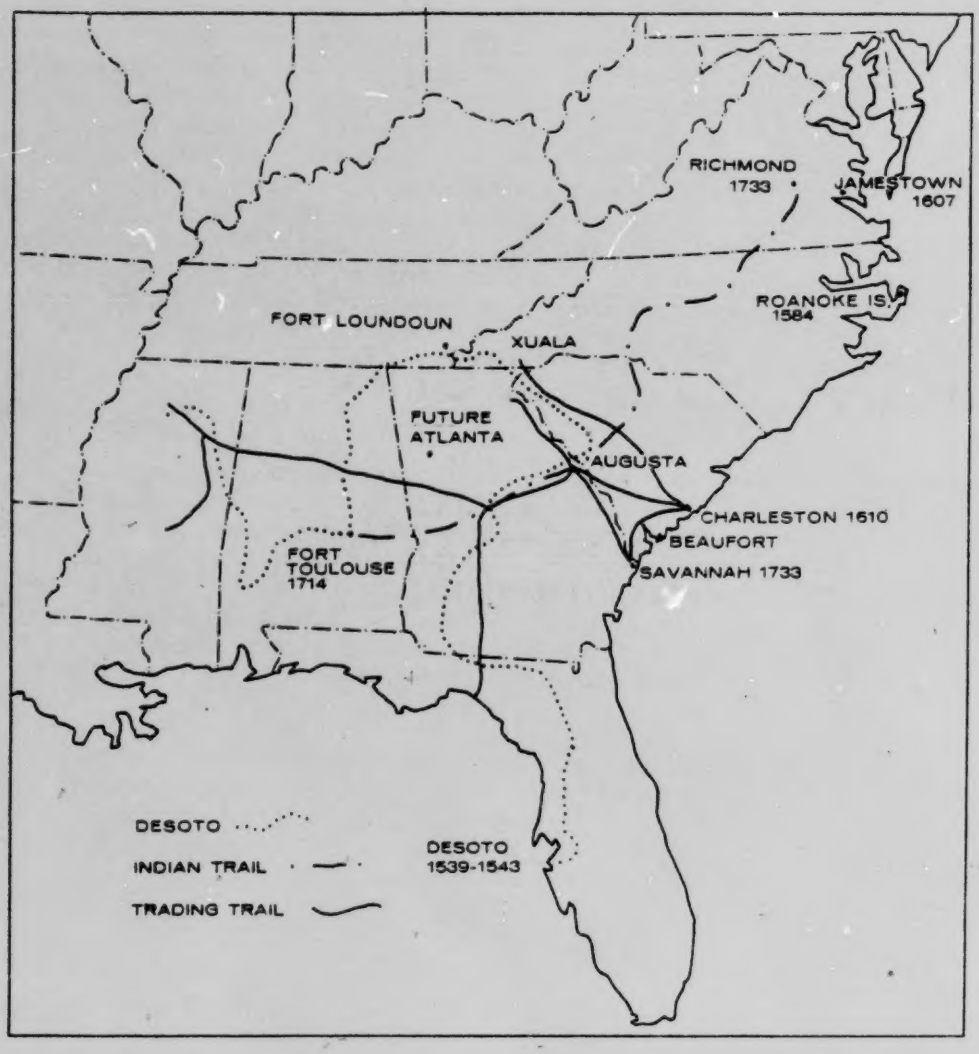

Figure 7

European Settlement, Exploration, and Trading Paths in the Southeast

After years of being cheated, beaten, enslaved and involved in conflicts caused by the traders, the Indians rose up against the traders. A number of traders were killed during the Yemassee War of 1715-17. The strength of the government of South Carolina and the ability of the traders to divide the tribes against each other led to the defeat of the Indians.

In the later part of the eighteenth century the Southeastern Indians were drawn into two bitter conflicts. The first was between the French and British for control of North America; the second was between the American colonists and the British. In the first conflict the European powers used Indian tribes to do much of the fighting. The Creeks were set against the Cherokees. The French tried to set the Creeks against the British but the Creeks were not willing allies. After the close of the war, King George III, in the Proclamation of 1763, attempted to institute a policy which would keep the white men and red men separate. White colonists were prohibited from crossing the western ridge of the Appalachians. However, the colonists did not observe the terms of the Proclamation and continued to move westward into Indian territory.

During the American Revolution the Southeastern Indians attempted to remain neutral but were often drawn into the fighting. The Cherokees were angry because colonists were still encroaching on their territory. In 1776 they attacked the colonists killing rebel and loyalist alike. An army of frontiersmen attacked the Cherokee country, burning towns, destroying crops, and killing men, women, and children. The Cherokees never recovered from this and many of them sought refuge in Creek towns.

The loss of land and the destruction of their traditional way of life led to a breakdown of Indian culture. By the 1820s the Indians realized that they could no longer oppose the Americans militarily, so they began trying to become "civilized" to meet the Americans on their own terms.

Social Organization

In the two centuries following de Soto's exploration the Indians changed greatly. They were much reduced in numbers, with many languages and societies having been completely obliterated. The groups which survived merged with each other in order to gain strength in numbers.

Two groups of Indians lived in the area in which Atlanta is now located. The Creek occupied the land to the south and east of the Chattahoochee River while the Cherokee occupied the land to the north and west of the Chattahoochee.

a. CREEK - Creek is a general name applied to a group of

tribes, sub-tribes or bands of Indians who had joined together for economic and political reasons into a loosely-knit confederacy. Included in the Creek Confederation were the Muskogee, Yuchi, Natchez, Suwanee, Chickasaw and several others. The confederacy was held together by ties of language, annual council meetings, intermarriage and custom. The Creek had strong internal clan ties. Members of a clan were forbidden to intermarry, and each clan member was expected to show greater loyalty to the clan than to the Confederacy as a whole. It was the separate clans that waged war, avenged crimes, and carried on the daily social life in the towns.

Each town had a headman or mico who was usually chosen from one family for successive generations. The headman was not a dictator. He could only advise his people, not direct them. Each town also had a head warrior who was elected when the occasion warranted it. Councilors and tribe "historians" also had an important role in town life.

b. CHEROKEE - The Cherokee were a proud and intelligent people who lived in the north and west of Georgia during the early nineteenth century. Explorers and settlers who had early contact with these Indians were convinced that they would never become civilized because of their inclination for war and savagery. Nevertheless, by the 1830s, the Cherokee had become a nation with a written constitution, laws, courts, a newspaper, schools and churches.

Population

Estimates of the Creek population in Georgia during the nineteenth century reveal considerable fluctuations in total numbers:

1738	6,000	(Spanish estimate)
1750	3,000	(French estimate)
1760	8,600	
1772	3,700	
1792	9,400	
1832	17,900	

In 1835 there were almost 9,000 Cherokee in Georgia. The total population of the Cherokee fluctuated throughout the eighteenth century also:

1650	22,000	
1715	11,210	(approximately 2,100 in Georgia)
1729	20,000	

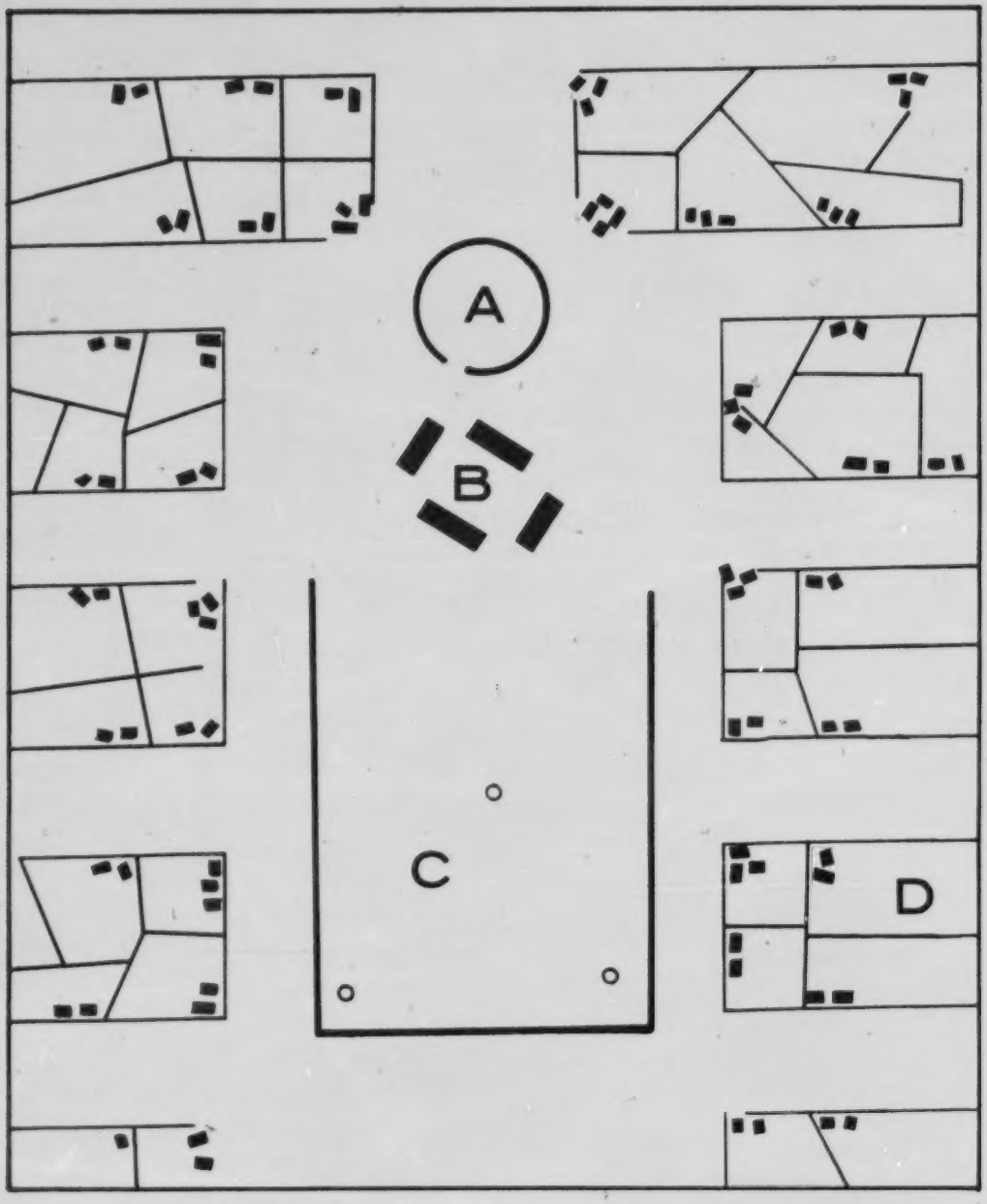

Figure 8

Creek Indian Town Plan

A. The town house - used on ceremonial occasions. B. The square ground. C. The chunkey yard - used for playing a game similar to lacrosse. D. Individual dwelling units - note that units contain two or more buildings. If three or four buildings are seen, they were used for storing food. Gardens can be seen around each dwelling unit.

Based on William Bartram's sketch in "Observations on the Creek and Cherokee Indians, 1789".

1755	8,500	(result of smallpox epidemic)
1809	12,400	
1825	13,600	
1835	16,600	(9,000 in Georgia)

The variations in the Indian population reflect the impact of epidemics, slave trading, wars, the gradual westward movement of white colonists, and the loss of traditional Indian lands. The higher numbers in the early nineteenth century indicate a more accurate estimate of the Indian population. Earlier estimates must be considered as very approximate.

The relatively large numbers and the social organization of Indians living in Georgia presented a considerable obstacle to the settlement of the area by Europeans.

Settlement Pattern

A three-tiered pattern of town, village and isolated dwelling developed. Evidence of eighteen Indian settlements has been found in the area around Atlanta. These settlements were located near the banks of rivers and streams such as the Chattahoochee River, Peachtree Creek, Nancy's Creek, Utoy Creek and Camp Creek. Because these settlements were agricultural in nature they covered large areas. Settlements ranged in population from 100 to over 500. In some towns dwellings were strung along the river bank; in others the dwellings were widely and haphazardly placed around a central area which was enclosed by buildings which were used for governmental and public use (see Figure 8).

Dwelling units usually consisted of at least two buildings: a summer house and a winter house. The summer house had thick wooden posts driven into the ground at the four corners with wattle and daub forming the walls. After the introduction of the steel axe, log dwellings plastered with clay were erected. The summer house had earth floors and bunks which served both as beds and chairs. There was a fireplace in the center of the dwelling and the smoke went through a hole in the roof. There was no kitchen because cooking was done in the open whenever possible. Indians regarded their dwellings as places in which to sleep and in which to shelter from inclement weather. Life was lived out of doors as much as possible.

The winter, or "hot", house was less open than the summer house and was somewhat smaller in size. Usually the only opening was a small door so that the heat could more readily be trapped inside. Hot houses were used in the cold weather. If the family was well-off, it would also own one or two store houses for corn and hides.

Around the town were fields and forest. This land was owned by the town clan as a group. The forest was open to the entire clan for hunting, building, and gathering wood for fuel. The fields were owned communally but were allotted to each family for cultivation according to their needs. Until the coming of the white man there was adequate land for the Indian's requirements.

Transport and Communication

After the arrival of the Europeans, the Southeastern Indians became familiar with a new mode of transportation - the horse. They did not adopt the horse as completely as did the Plains Indians, but they did begin riding and using horses as pack animals. Most traveling was done on foot, although rafts and canoes were still used to cross streams.

The network of Indian trails was retained and the major tracks were marked by painted trees, or signs on rocks as guides to the traveler. The presence of traders in an area meant that numerous trails focused upon that point. The Indian village of Standing Peachtree, located at the confluence of the Chattahoochee River and Peachtree Creek, is an example of an Indian village used for trade with the white man.

The area was easily accessible by land and water, and it was regarded as a strategic point for travel and trading with both the Creek and Cherokee Indians. It was the terminus of the Peachtree Trail, the Stone Mountain Trail and the Sandtown Trail. The Peachtree Trail ran along the top of the Chattahoochee ridge from Toccoa, in the northeast Georgia mountains, to Buckhead where it divided, one branch continuing west to Standing Peachtree and the other following Hog Mountain to a junction with the Sandtown Trail at what is now Five Points in Atlanta (see Figure 9).

Summary

The impact of European settlement upon the Indian culture of the Southeast led to its eventual destruction. The subsistence way of life based upon cultivation, hunting and gathering was replaced by a life style which became dependent upon trading with the white man. The white man wanted deerskins and the Indians desired the products of European technology, such as guns, steel knives and axes, and trinkets. In order to obtain these goods, Indians neglected their crops and began to lose their old skills. They became dependent upon the white man. Many white traders cheated the Indians and demanded land and labor as payment of debts.

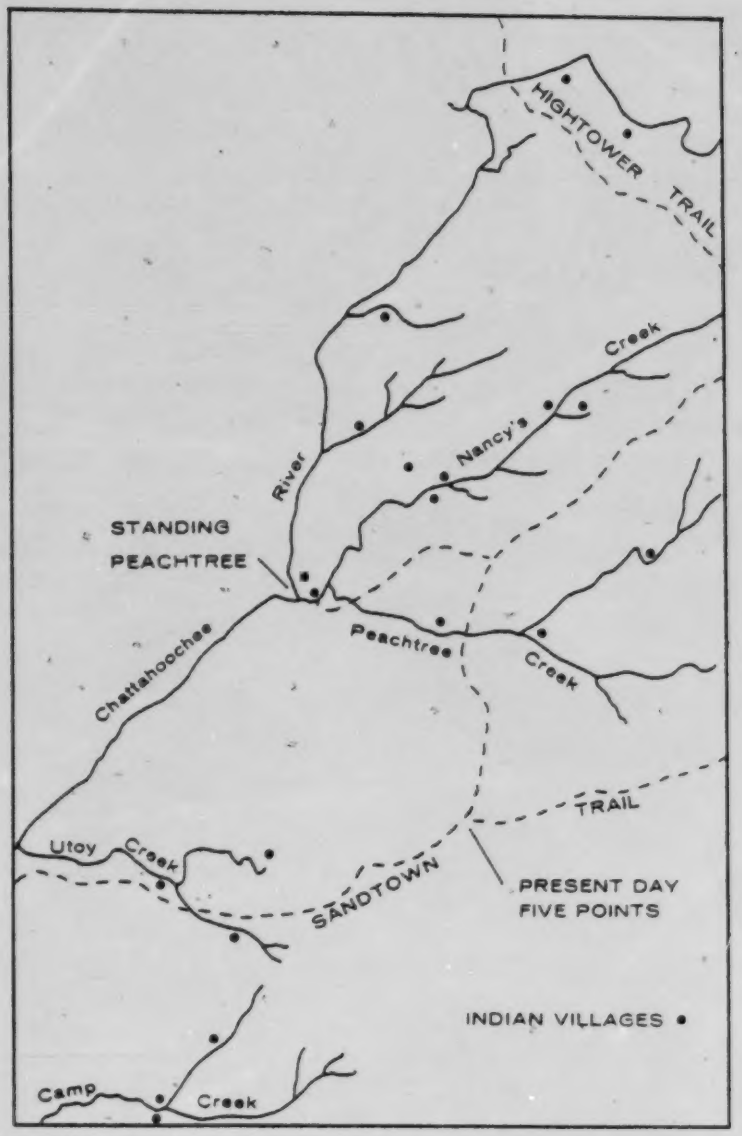

Figure 9

Indian Villages and Trails in the Atlanta Area

Atlanta area, showing sites of former Indian villages and trails. Describe the location of the village sites. Why are there the Indian trails in this area? What type of topography did the trails follow?

CHAPTER 4

PIONEER WHITE SETTLEMENT - 1821 TO 1860

The land where the city of Atlanta is now situated was ceded by the Creek Indians to the United States government in 1821. Although the Indians had come in contact with the white man earlier, this year marked the beginning of a period of dramatic changes in the land use of the area.

In 1814 Fort Peachtree (sometimes called Fort Gilmer) was established at the junction of the Chattahoochee River and Peachtree Creek. One year earlier Fort Daniel had been constructed 30 miles to the north of Fort Peachtree. The state of Georgia established these forts, and a number of others, to assist in the control of Indian tribal disputes and also to regulate the contact between licensed white traders and the Indians.

After 1821, when the Indians gave up the land, white settlement took place very slowly. The first white settler to build a permanent dwelling was Hardy Ivy. In 1833 he purchased 202½ acres to the east of the Peachtree Trail for $225, which he paid in produce over a period of six years. He, and other early settlers, were pioneer farmers who raised a few cattle and grew crops mainly for subsistence. By 1860, however, an urban center with a population of almost 10,000 had become established.

The first streets in the settlement were Peachtree, which was the old Peachtree Trail; Whitehall, the old Sandtown Trail, a southerly continuation of Peachtree; Marietta, the old Indian trail to the town of that name; and Decatur, which was the eastern continuation of Marietta Street beyond Peachtree to the town of Decatur.

Technology

It was the development of advanced European technology in the form of railroads that led to the establishment of the urban

center of Atlanta. In 1842 only six houses were found in the area which is now downtown Atlanta. Before 1845 the settlement was smaller than either Decatur, 6 miles to the east, and Marietta, to the northwest. However, the site at the meeting point of a number of ridges of high land, allowed access in many directions and it was to this point that three railroad companies had completed their lines in 1846. At this time the settlement was called Marthasville.

The focus of the railroads gave impetus to the growth of the settlement. Not only did the railroads generate industries such as foundries and engineering works, but they provided access to a wide rural hinterland which was developing as an important cotton growing region. Such an area demanded a wide range of goods such as farm supplies and tools.

Economy

Between 1821 and 1860 the economy of the area changed from one of subsistence to one associated with that of an important rail junction. Before the coming of the railroads the early white settlers lived a very lonely and difficult life. They were basically subsistence farmers surviving on game and the meager crops that they could raise. With the improvement of roads and the development of the railroads the economy became commercially based. The area that became the nucleus of Atlanta was never an important agricultural area. However, the fact that four pioneer roads which followed former Indian paths met at what is now known as Five Points in Atlanta encouraged the development of a store. John Thrasher owned the first store in association with a man named Johnson. When he arrived in 1839 he described the area as follows:

> .....the country was entirely covered by forests. There was but one house here at the time. It was built of logs and occupied by an old woman and her daughter, about sixteen years of age.....The people around here were very poor. There were a great many of the women who wore no shoes at all. We had dirt floors in our homes.

Even by 1846 when the railroads met, the economy of the area did not impress Richard Peters, who was an official of the Western and Atlantic Railroad Company. He is reported to have said:

> The southern terminus (Atlanta) will be a good location for one tavern, a blacksmith shop, a grocery store and nothing else. (see Figure 10)

He was wrong, however, because by 1860 the city of Atlanta contained 50 licensed liquor saloons, 28 butchers, 391 merchants, 6 milliners, 6 photographers, 7 mills, 5 foundries,

Figure 10

Atlanta as Marthasville in 1845

Compare this map with Figure 9 and note the relationship between Indian paths and pioneer roads.

11 blacksmiths, 5 bakeries, 2 breweries 3 theatres, 5 hotels, 3 warehouses, 8 banks and 10 dentists.

Peachtree Street was an important part of Atlanta. In the 1840s it only extended for a few blocks and then it was known as Peachtree Road to Buckhead. At the crossroads, which became known as Five Points, general merchandizing and grocery stores were found. The post office was also located here. A church and school house was found on Peachtree between what is now Pryor and Houston Streets, and a cemetery had been established between Harris and Baker Streets. On the outskirts of the settlement, about one mile north of the cemetery, one house was located. Most of the houses built during the 1840s were around the Peachtree-Marietta junction.

During the 1850s, as the settlement became more firmly established, Peachtree Street developed more rapidly. The street was unpaved and was very dusty in dry weather and very muddy when wet. To protect pedestrians a boardwalk was constructed in front of the stores as far as the present Houston Street. In 1851 a cannon was fired across Peachtree Street into the store of John Norcross, located on the southwest corner of the crossroads. Norcross was the mayor and had fined a man for disorderly conduct. The man retaliated in this way. The area along Peachtree to the north of what is now North Avenue was still forest during the 1850s. Richard Peters, an early settler, used this land to provide firewood for his nearby flour mill.

During the 1850s Peachtree Street began to develop as a residential street. The first brick residence was built in 1851 at the junction of Peachtree and Broad. In the remainder of the decade more brick, two-story residences were built along Peachtree but it was still not considered the most fashionable part of Atlanta in which to live. The best residences were found in the Washington Street Area, south of the railroad tracks, near the present-day Atlanta Stadium.

In 1855 a gaslighting system was introduced in Atlanta and the lamplighter became a familiar sight on Peachtree Street at dusk. Gas was made from coal brought in by rail from other parts of Georgia, Tennessee and Alabama.

Social Organization

The legislature of the state of Georgia directed that, after the land had been ceded by the Indians, surveyors divide the land into an hierarchical system of land lots, land districts and counties. The land contained in the 1821 cession was divided into five counties. Atlanta was established in Henry County but this county was later divided into smaller counties and Atlanta became part of Fulton County. Within each,

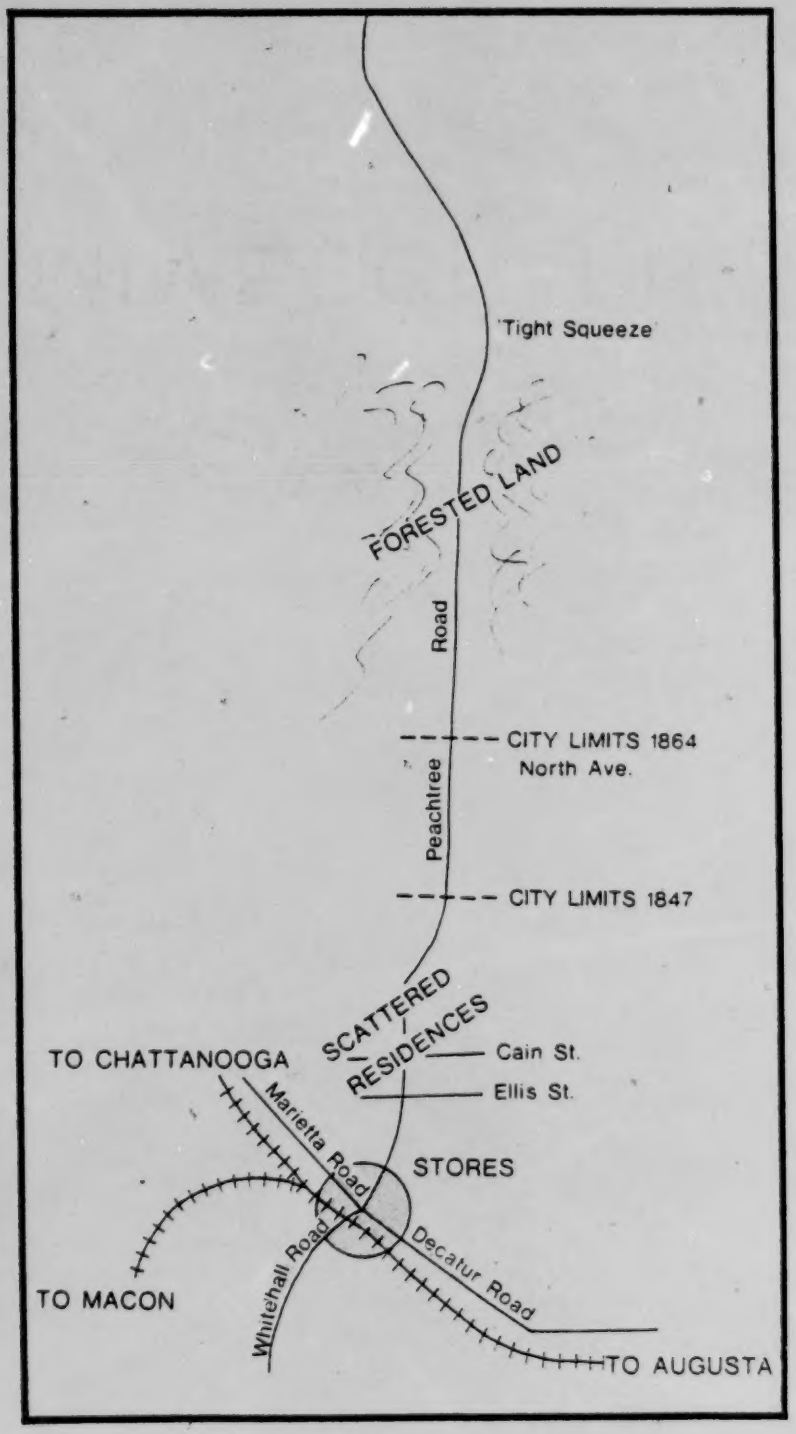

Figure 11
Land Use on Peachtree Street in 1860

county,land districts were established and these were divided into land lots with an area of slightly more than 200 acres. Peachtree Street formed the boundary between land lots 51 and 78. The size of each lot indicates that there was no plan to establish a city in the area. If the land lots had not been subdivided and were their original size today, not more than twelve families would live along Peachtree Street.

In order to be considered fair and equal in its dealings with those who wanted the land, the legislature had introduced a land lottery system. Those eligible for the land included male citizens of the United States over the age of 18 who had been resident in Georgia for at least three years, widows of men with these qualifications and veterans of the Revolutionary War. All names were placed in one barrel and an equal number of slips of paper, some with a number of a land lot printed on it, were placed in another barrel. If a name was matched up with a land lot number, the land lot would be owned by that person upon payment of a Grant Fee of $19. If the fee was not paid the land reverted to the state.

Atlanta was to develop around four land lots. None of these lots was to be permanently occupied by the person who had been fortunate enough to draw it in the land lottery.

In 1843 the town limits of what is now the nucleus of Atlanta were established. The settlement known as Marthasville was renamed Atlanta in 1846. Before a settlement could be incorporated it was necessary for boundaries to the settlement to be determined. The commissioners chose a point where Pryor Street crossed the railroad tracks as the nominal center of the settlement. A circle with a radius of one mile was drawn from this point to officially mark the limits. By 1860 the boundary had been moved to one-and-a-half miles radius from the center (see Figure 11).

With the incorporation of the town in December 1843, five commissioners were appointed with the major functions of the laying out of streets and the maintenance of the peace. Before the commissioners could develop a policy for the future street pattern, the individual owners of the four land lots subdivided them for town purposes and ran streets in various directions. This resulted in the haphazard street pattern which still exists today. In 1847 the "town of Atlanta" became the "City of Atlanta."

Population

The first permanent white settler in the Atlanta area was Hardy Ivy who arrived in 1833 with his wife and family and settled on Land Lot 51 (see Figures 12 and 14). At various times railroad camps had been made while the survey for the

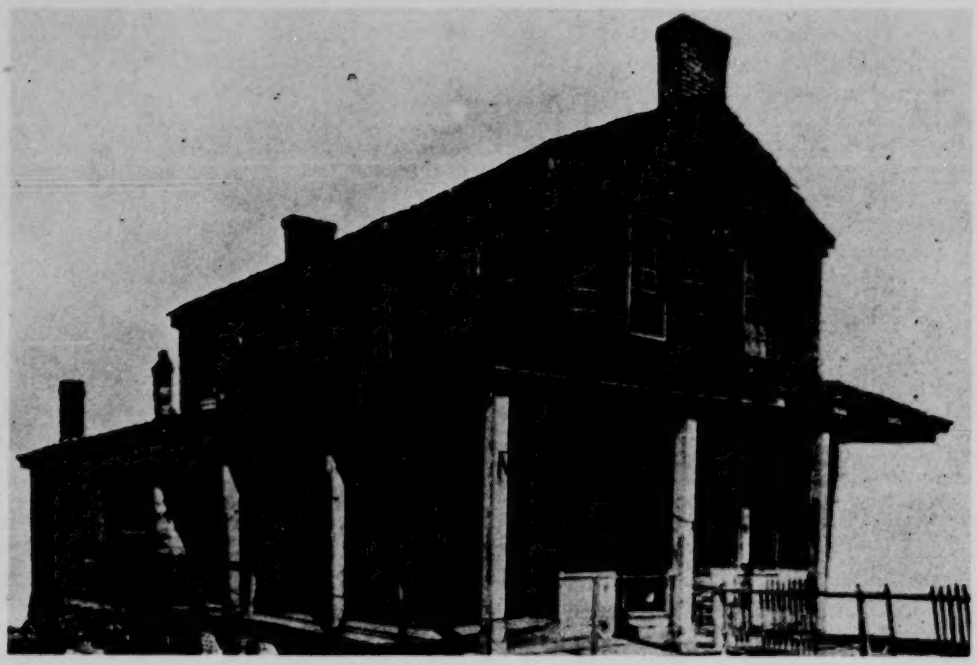

Figure 12

The First House in Atlanta, 1842

The architectural style is a North Georgia modification of the "Shenandoah" style of a two-story house with a central hall, one room deep, sometimes called a two-over-two. However, in Georgia, houses like this one frequently had a front and back porch. Part of the back porch was boarded up for use as a kitchen and storage rooms.

line between the Chattahoochee River and Chattanooga was made. Primitive shelters were made from logs for the railroad workers who left the area as soon as their work was completed.

In 1842 six houses were found in the area which was then known as the Terminus. The population was not large enough at this time to support a church or pay a pastor. By 1845 about 300 people lived in Marthasville. When the settlement became known as the city of Atlanta in 1847, 500 people lived there. The population grew very rapidly after that date for in the census of 1850, 2,572 people lived in Atlanta and by 1860 this number had grown to 9,554.

The following table indicates the composition of the population of Atlanta in 1850:

	Males	Females	Total
Whites	1063	997	2060
Free Colored	6	13	19
Slaves	216	277	493

Settlement Pattern

One of the first white men to travel through the area was the future Governor, Wilson Lumpkin. He surveyed the area for a railroad in 1826. He later recalled that at that time the area "was in a perfect state of nature - a wild unmolested forest, not a fence or cabin to be seen."

When John Thrasher arrived in 1839 the countryside was still "entirely covered by forests."

Mrs. Willis Carlisle was 17 years old when she arrived in the Atlanta area in 1841. She described the scene as follows:

> There were several farm houses scattered about the country, one of which was owned by Mr. Hardy Ivy, nearly a mile distant to the east, another by Mr. Little, out on the Decatur Road, and one by Mr. Humphries, out on the Whitehall Road. There were two farmers, Mr. Emory and Mr. Edwin Collier, out on the Peachtree Road to the ford of the creek.

Living conditions were primitive in 1841. Mrs. Carlisle lived in a one-room hut on the Marietta Road. It had a dirt floor and bare log walls. This one room was to serve as "parlour, bedroom, store for groceries, and possibly dining room and kitchen, all in one."

The highlight of life at this time was the stagecoach

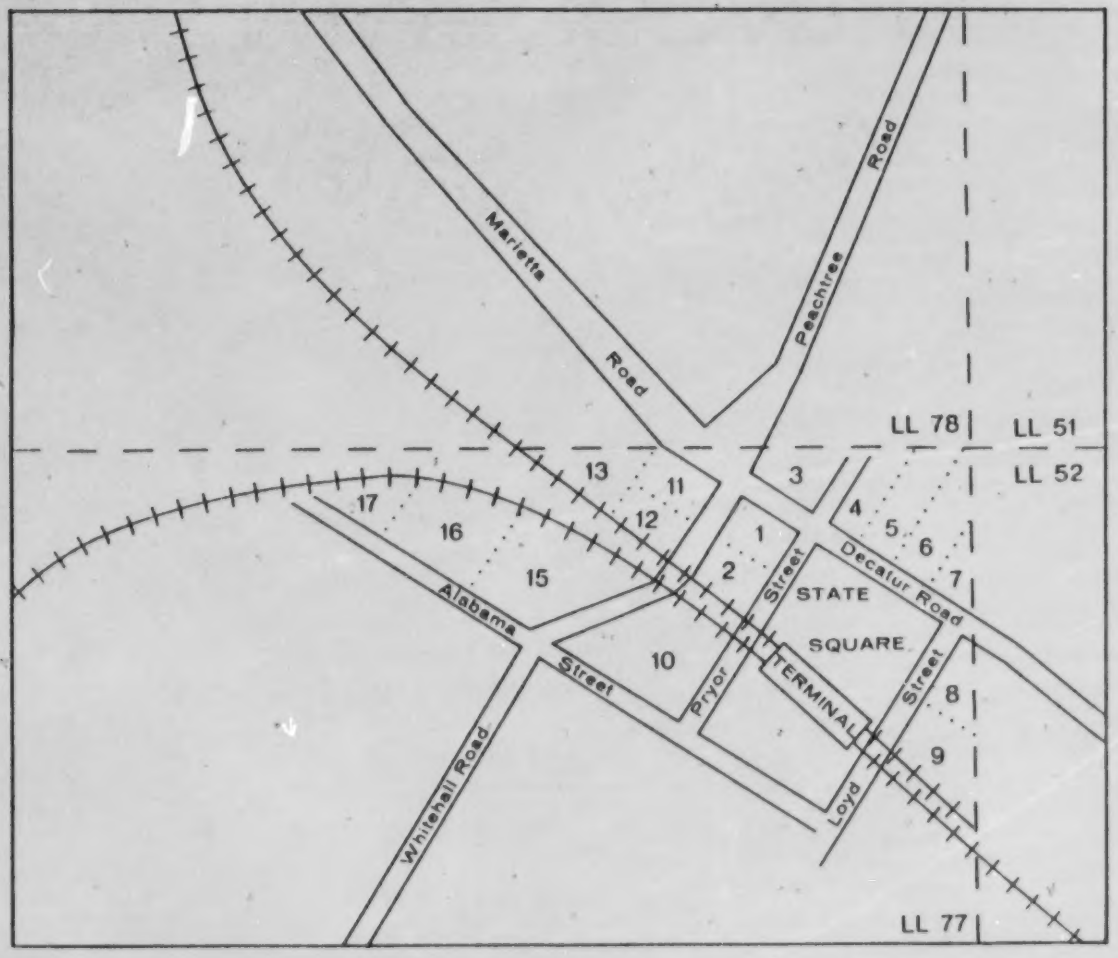

Figure 13
Atlanta's First Real Estate Subdivision

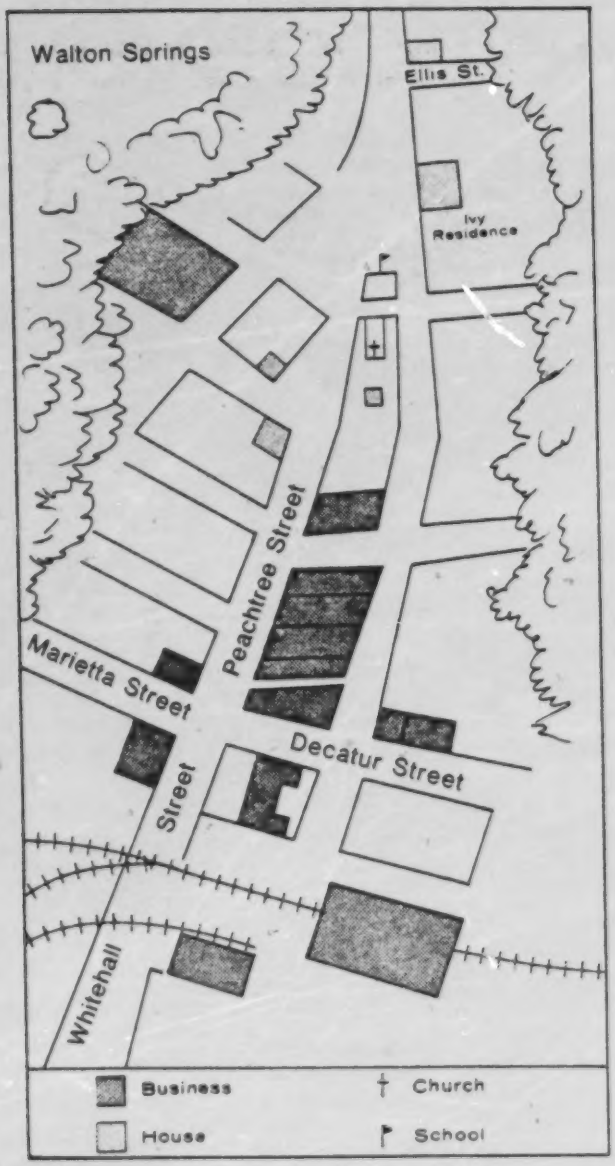

Figure 14
Atlanta in the 1850s

carrying mail from Decatur to Marietta every second day.

In 1845 the settlement was still small. Only seven streets had been laid out. These were the original four roads of Peachtree, Whitehall, Marietta and Decatur, in addition to Pryor, Loyd and Alabama Streets (see Figure 13). Although the first subdivision of a land lot into town lots took place in 1842, only three of the seventeen lots had been sold by 1845. The main land boom began in 1846 after the three railroads had converged on the same point when land lots 51, 52, 77 and 78 were all subdivided into town lots.

Up to 1850 the settlement was very disorderly. In 1850 there were about 50 stores and many of them dealt in whiskey. A rowdy element in town did not agree with the council's efforts to enforce law and order and a battle between the "Moral Party" and the "Rowdy Party" was fought in Decatur Street. The "Rowdies" were beaten and law and order reigned in Atlanta. See Figure 14 for the settlement pattern around Peachtree Street.

By 1860 Atlanta was a thriving city providing a large range of goods and services for the surrounding countryside.

Transport and Communication

Before the construction of the railroads transportation was primitive. There were very few buggies or wagons in those days and slides were used for hauling heavy loads. The slides were similar to a sleigh or sled with side runners bent up in front and held together with cross-pieces. A horse was hitched to the front and dragged the slide along.

Many settlers did not own horses and had to walk long distances to obtain help and goods they needed. Even the first mailman had to walk from Decatur to Five Points with the mail.

The first roads in the area were very rough. The forest was cleared to a width which would allow a wagon to pass along it. In 1841 Peachtree Road was described as a "quiet little country road, with the two paths made by the wheels on each side of the strip of green, all grown up with bushes and stumps, through which the horse would plod."

The city streets were not much better and visitors were warned of walking in the dark. The Daily Intelligencer of February, 1852 reported:

> Don't think of walking out of your direction to walk up Alabama Street, unless the moon shines particularly bright, or unless you can hang on the coat tail of some friendly guide; as without such aids you would probably find yourself in about two minutes at the bottom of a pit, fifteen

feet in diameter and eighteen feet deep, which occupies the center of the road.

Until 1853 there was no overall plan for the street pattern and the council had great difficulty in determining precisely where streets which had been laid out previously now ran (see Figure 15).

The railroads gave Atlanta the important role of transport node. In 1842 the first train ran between Atlanta and Marietta. This was owned by the Western and Atlantic Company and eventually the line was to be completed to Chattanooga, Tennessee. The Georgia Railroad and Banking Company line through Covington and Madison to Augusta was opened in 1845. In 1846 the Macon and Western Company line was operating from Atlanta to Griffin, Forsyth and Macon.

By 1861 more lines had been opened and Atlanta had been established as the Gate City of the South (see Figure 16). The location of Atlanta on the piedmont to the south of the Appalachian Mountains meant that easy access was provided with the West, with the South, with the coast and, through Augusta, with the North and the East.

Summary

After 1821, when the land was ceded by the Indians to the United States, white settlers were slow to take up land in the area. It was 1833 before the first white man settled permanently in the area which was to develop as the city of Atlanta. The early white settlers lived a difficult and lonely life based mainly upon subsistence farming. Some stores were located around the intersection of four pioneer roads.

When the site of a railroad terminus was fixed close to the intersection of the roads and services began in three directions in 1846, the nucleus for an urban area was established. Between 1846 and 1860 the growth of the settlement was very rapid and the population had almost reached 10,000 by the end of this period. Land which had been occupied by subsistence farmers became part of the city and residences and stores were constructed along Peachtree Street for a distance of about one mile. Beyond this was forest and farms.

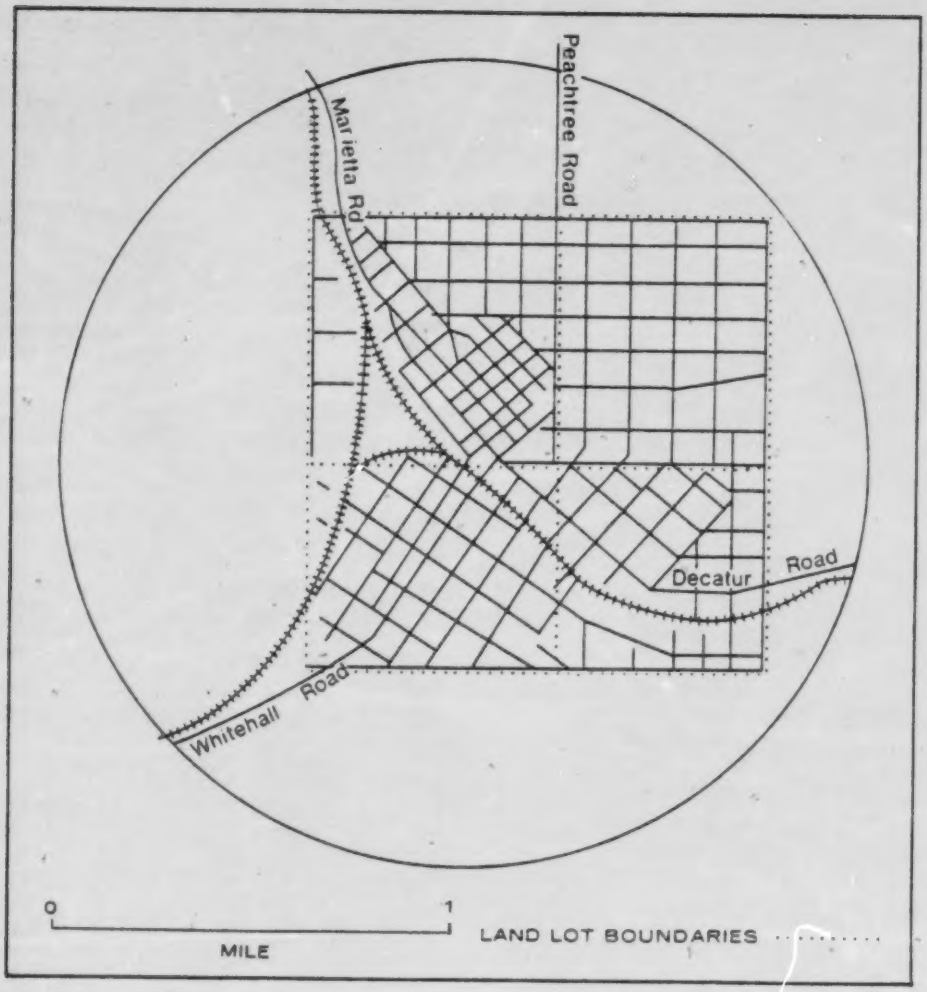

Figure 15
Street Plan of Atlanta, 1853

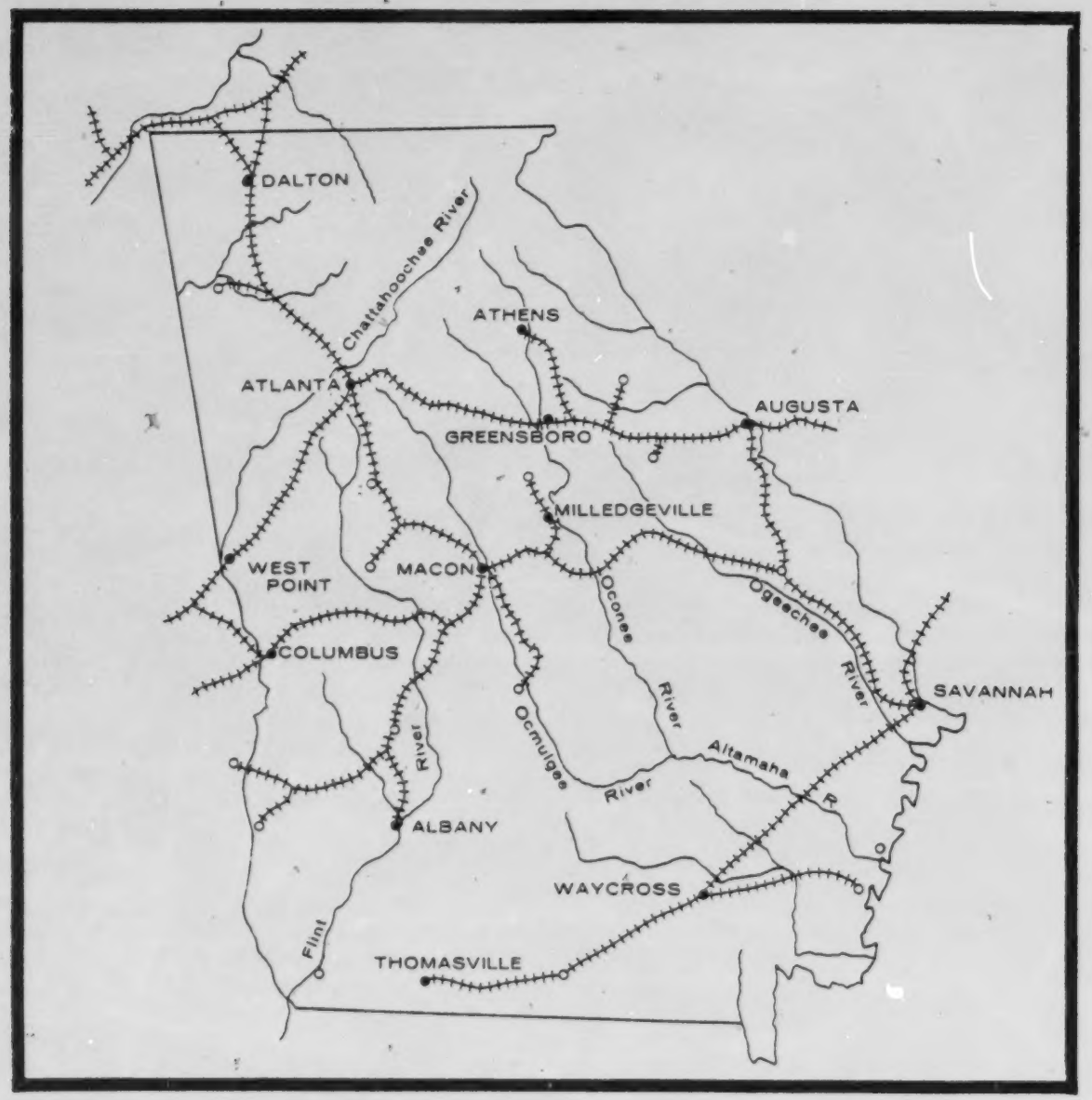

Figure 16
Railroads in Georgia, 1861

45

Figure 17

Fort K, 1864

One of a number of forts constructed around the perimeter of Atlanta as defence against the Union Army. This fort was established at the intersection of present-day Peachtree Street and Ponce de Leon Avenue. Note the surrounding landscape is cleared but not used for residential purposes. This area is only about two miles from the center of the city of Atlanta.

CHAPTER 5

PEACHTREE STREET - 1860 TO 1920

The strategic location of Atlanta and the numerous railroads serving the area led to the city becoming the industrial core of the Confederacy during the Civil War. Before the war there were few cotton factories, woolen mills and machine shops south of Maryland. When the Union Army blockaded the southern ports it was necessary for the South to manufacture her own goods, particularly war materials. Factories were established in Atlanta to produce harnesses, saddles, shoes, bridle bits, buckles, tents, buttons, pistols and swords. Ordnance supply plants made rifles and cannon. Rolling mills and foundries produced iron rails and freight cars to replace those destroyed by the North. Food, supplies and equipment were gathered in Atlanta and forwarded to the Armies in the field. Atlanta became the medical center of the Confederacy. Seven hospitals and many private homes cared for wounded soldiers who had been brought in by rail.

By 1864 the Confederacy was near defeat (see Figure 17). Atlanta, which had been under siege for forty days, was occupied by General Sherman on September 2nd. The Union Army remained in the city for several months. Before continuing his "march to the sea" Sherman decided to burn the city. During a ten-day truce 446 families, including 705 adults, 860 children and 79 servants with an average of 1650 pounds of furniture and household goods per family, were removed. When Sherman left the city in November, 1864, only 400 of the 3,600 houses within the city limits were left standing and many of these were uninhabitable. The City Hall and Council House and a few of the churches remained but almost all the stores, banks, hotels, office buildings, factories, foundries and railroad facilities had been destroyed.

Despite the destruction, rebuilding took place rapidly. The motto, "Resurgens" was adopted and the city sprang back to life. Atlanta was named capital of Georgia in 1868. By 1890

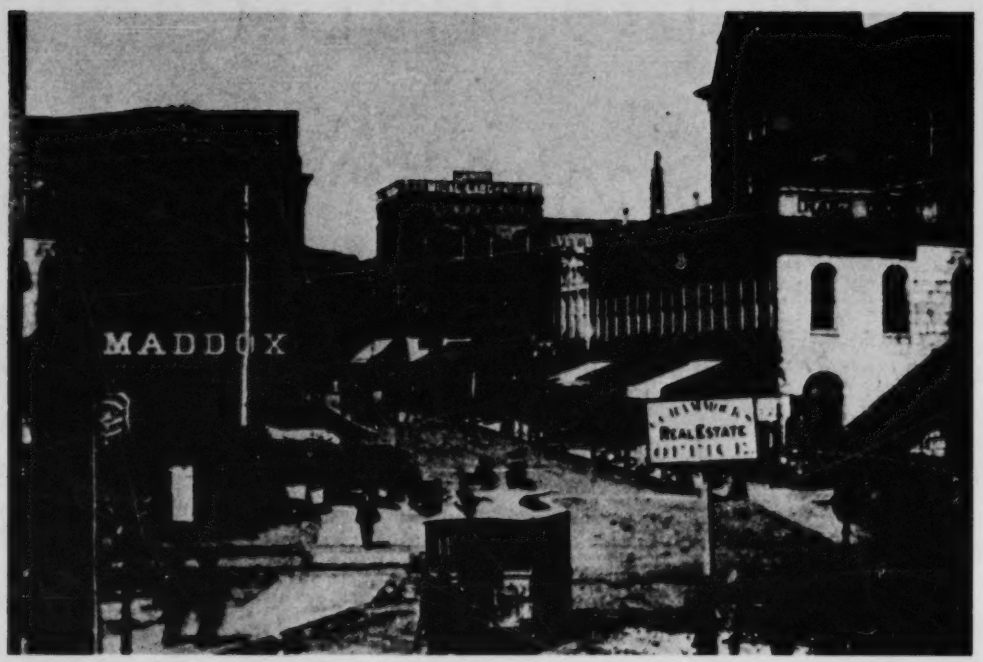

Figure 18

Lower Peachtree Street in 1872

What types of transportation were used at this time? What types of buildings can you see? What types of businesses were carried on in this area at this time? Why are people walking on boards?

over 65,000 people lived in the city, which was described as a "prosperous commercial and industrial city, with an important railway center, whence lines radiate in all directions." In 1920 over 200,000 people lived in Atlanta and Peachtree Street had become established as the focus of the central business district and the most fashionable residential area.

Technology

In 1866 gas lights again lit Peachtree Street after a period of two years without street lighting. In the 1890s electric lights replaced the gas lights.

Before 1882 Atlanta's central streets were topped with either broken stone or iron cinders. Rock crossings at intersections allowed pedestrians to cross the streets which were either full of dust or covered with mud which oozed up through the layers of stones (Figure 18). Conditions were so bad at times that one newspaper named Atlanta "Mud City." A report in 1881 described the scene as follows:

> Broad Street was half a leg deep in mud and the black loblolly left by the thawed snow made the street look like the sluggish waters of a filthy canal. It was so all over the business part of town.

In 1882 a program of paving was begun. The southern end of Peachtree Street was among the first streets to be paved with granite blocks. Later, bitumen and concrete became the main means of paving. In 1908, a bitumen surface reached as far as Ponce de Leon Avenue.

In the late 1860s the downtown area consisted of buildings which were two, three and four stories high. By 1912 Peachtree Street contained a number of buildings over ten stories in height. The Fourth National Bank Building, near Marietta Street, had fifteen floors (Figure 19). The Empire Life Insurance Building, near Broad Street, had eleven floors. The Candler Building, near Luckie Street, had seventeen floors.

In 1872 a street railway was established along Peachtree Street from Decatur to Pine. In 1874 this was extended to Ponce de Leon Avenue. The carriage held sixteen passengers and was pulled by two mules. In the 1880s this was replaced in the downtown area by an electric streetcar which made a nine-mile circuit and ran down Peachtree between Marietta and Houston Streets.

In 1901 the railroad tracks were bridged. A viaduct was constructed to join the north and south side of the city which had long been divided both physically and by jealousy and competition.

Figure 19

The Fourth National City Bank at the Intersection of Peachtree and Marietta Streets

What changes in building type have occurred?

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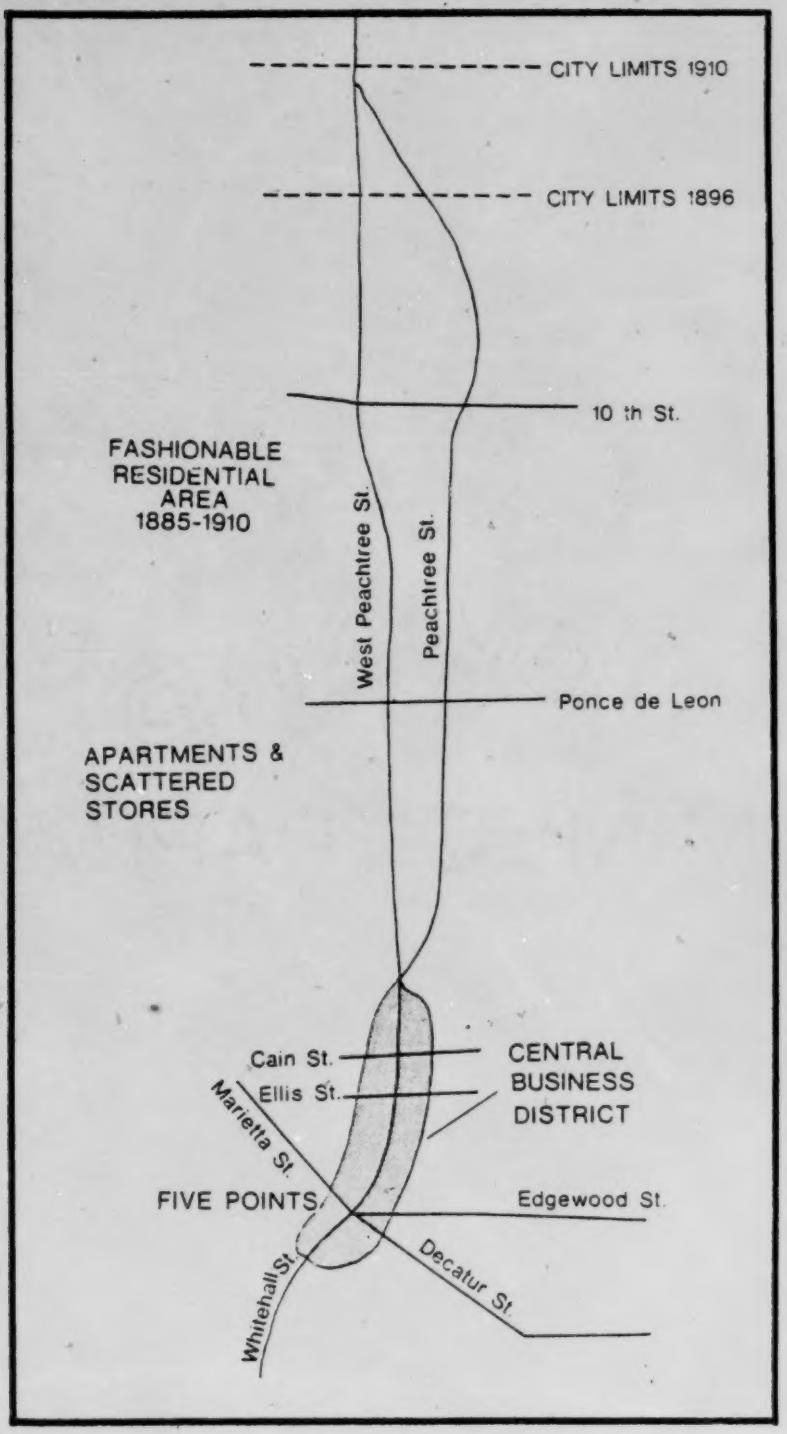

Figure 20

Land Use on Peachtree Street about 1920

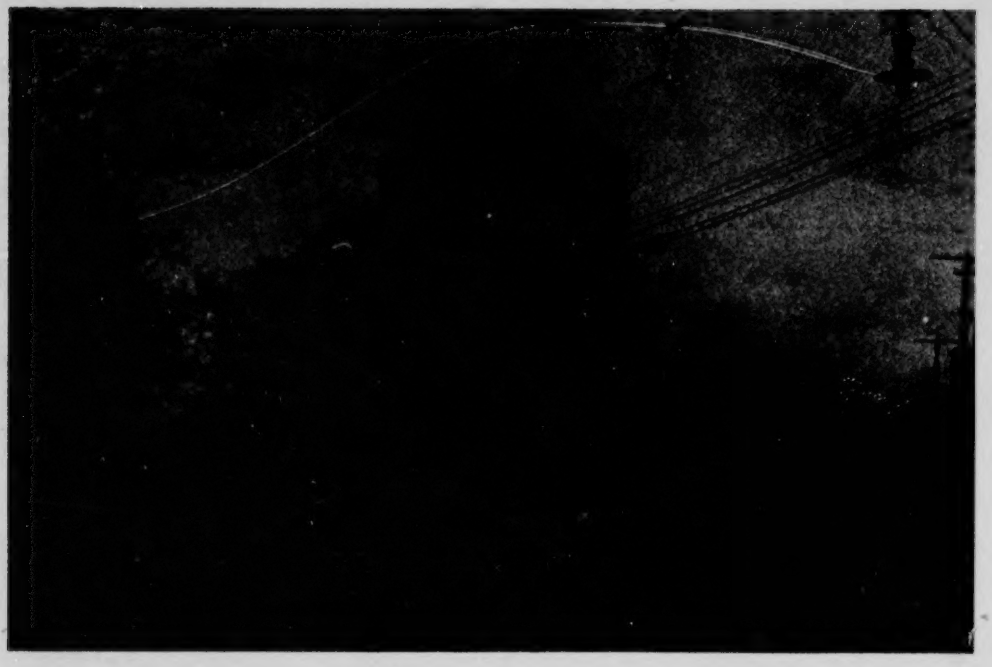

Figure 21

The Intersection of Peachtree and
West Peachtree Streets in 1903

What types of buildings can you see in the photograph? What modes of transportation were used at this time?

Figure 22

The Governor's Mansion, 1870
At the Corner of Peachtree and Cain Streets

Figure 23

The Henry Grady Hotel, 1924

Figure 24

Peachtree Plaza Hotel, 1977

The introduction of the "horseless carriage" in 1901 led to dramatic changes in the city and its people.

Economy and Settlement Pattern

Before 1860 Atlanta was an important transportation hub and regional center. After the Civil War the city's leaders continued their efforts to make Atlanta the major metropolis in the southeastern United States.

In the period up to 1920, Peachtree Street developed into a major commercial and fashionable residential thoroughfare. However, this was not achieved without problems. In the late 1860s a sharp increase in the incidence of crime, especially theft and burglary, was reported. Highwaymen operated in the area around the Peachtree and Pine intersection. Crime, including murder, was common in "Tight Squeeze," at the intersection of Peachtree and present-day 11th Street. Some rough shanties were located in this area.

In the years following the Civil War a controversy raged as to which of the two streets north of Baker Street was really Peachtree. It was argued that the street that proceeded due north was logically Peachtree. Others pointed out that the street which ran north-east had always been Peachtree Street. After many name changes the north-eastern extension was named Peachtree and the other West Peachtree in 1885 (Figures 20,21).

In 1868 the residence of the Governor of Georgia was situated on Peachtree, near Baker Street. In 1870 a new Governor's Mansion was constructed at the corner of Peachtree and Cain Streets (Figure 22). This building was demolished in 1923 and replaced by the Henry Grady Hotel. Today the site is occupied by Peachtree Plaza and its tower of 70 stories (see Figures 23, 24). Changing land use such as has occurred on this corner indicates that as a city grows, land in the downtown area becomes more valuable and buildings are forced to grow upwards to order to make best use of the land.

The changes in land use that take place in a city can also be seen in Figures 25, 26, 27 and 28. These figures show the section of Peachtree Street between Ellis and Cain Streets. In 1886 it contained a number of fashionable dwellings including the Governor's Mansion, the Atlanta Female Institute, a boarding house (which had been established in a large private residence) and the Capitol City Club (also in a former private residence). Each of these buildings was set back from the street and attractive gardens surrounded them.

In 1899 five dwellings, including the Governor's Mansion, remained in the block. The Capitol City Clubhouse had been

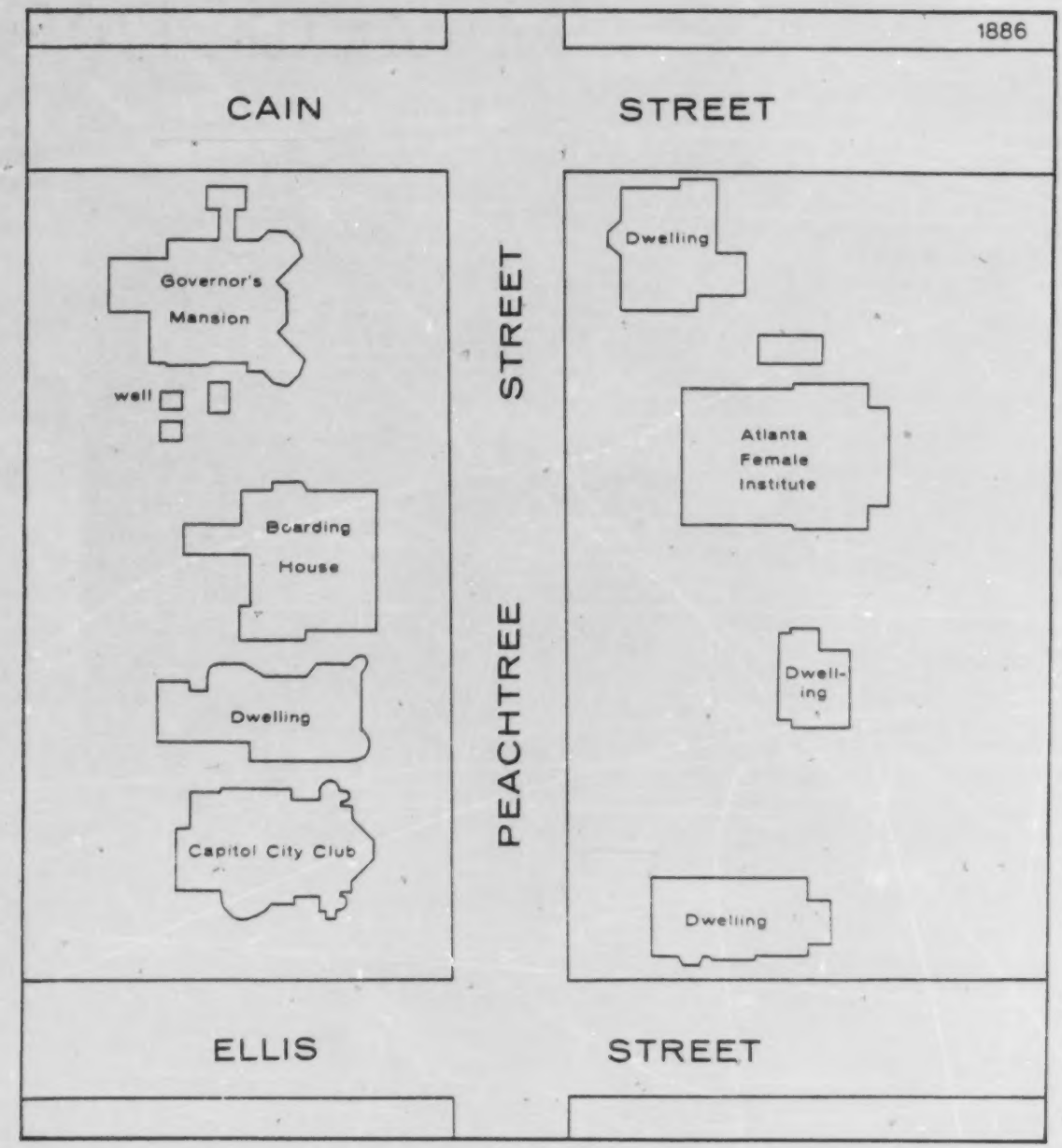

Figure 25

Peachtree Street between Ellis and Cain in 1886

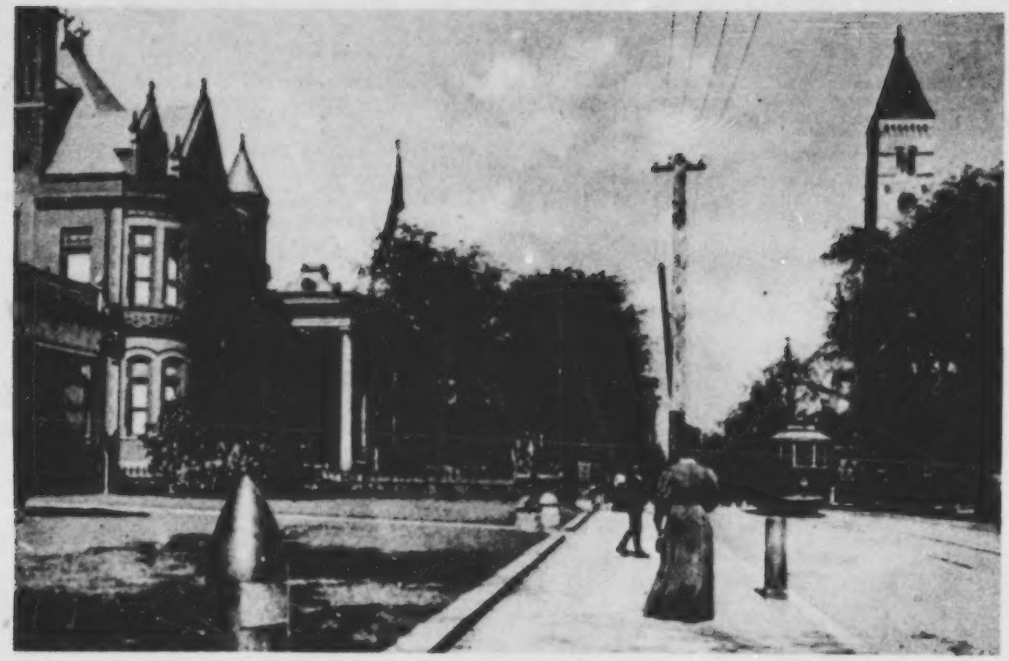

Figure 26

Peachtree Street north of Ellis Street in 1895

The area on the left of the photograph is now occupied by the Peachtree Plaza Hotel and Davison's department store. What do you think the tall building on the right is used for?

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enlarged. Three private hotels, the Leyden, the Ballard and the Majestic, now occupied the block. These hotels had been established in former large residences. Figure 27 shows the Hotel Ballard in 1903.

By 1911 numerous changes had occurred. The First Baptist Church was located opposite the Governor's Mansion and only three private dwellings remained. The Ballard Hotel had four stores constructed in what was formerly an attractive garden area between the building and the street. The end was in sight for this section of Peachtree Street as a fashionable residential area. The Leyden Hotel now contained a business college on the first floor and the second floor was used as a rooming house.

Figure 29 shows the complete transformation of this section of Peachtree Street into part of the business district. By 1932 the buildings aligned the street and the attractive gardens had disappeared. A large department store occupied the site formerly held by the Capitol City Club and a fine residence. The Henry Grady Hotel had replaced the Governor's Mansion. On the eastern side of the street the church, hotels and residences had been replaced by numerous small stores.

Mules and horses were a common sight on Peachtree Street, especially at the wagon yards which dotted the city. In the 1880s three wagon yards were located in the northern end of Peachtree Street. These were designed to accommodate the large numbers of farmers and artisans who came to Atlanta to sell their produce. The wagon yards consisted of large open areas around which were stalls for the animals and second-floor quarters for the tradesmen.

By 1900 the length of Peachtree between Marietta and Cain had developed as a thriving commercial district and many of the original residents had moved further north. The downtown Peachtree area contained numerous hotels and clubs, housed financial and insurance institutions, and sold goods ranging from furniture and hardware to groceries, tea, coffee, meat and bread. A number of live theatres lined this section of the street.

In 1912 the commercial and business district had expanded as far north as Baker Street. During the 1920s businesses were established as far north as Ponce de Leon Avenue. During this time the type of activity carried on changed. Auto salesrooms and suppliers dotted the area and many of the stores which had sold perishable goods had disappeared.

The last fashionable house to be built on the oldest section of Peachtree was completed in 1890 (Figure 30). However, the area north of North Avenue developed into a high-

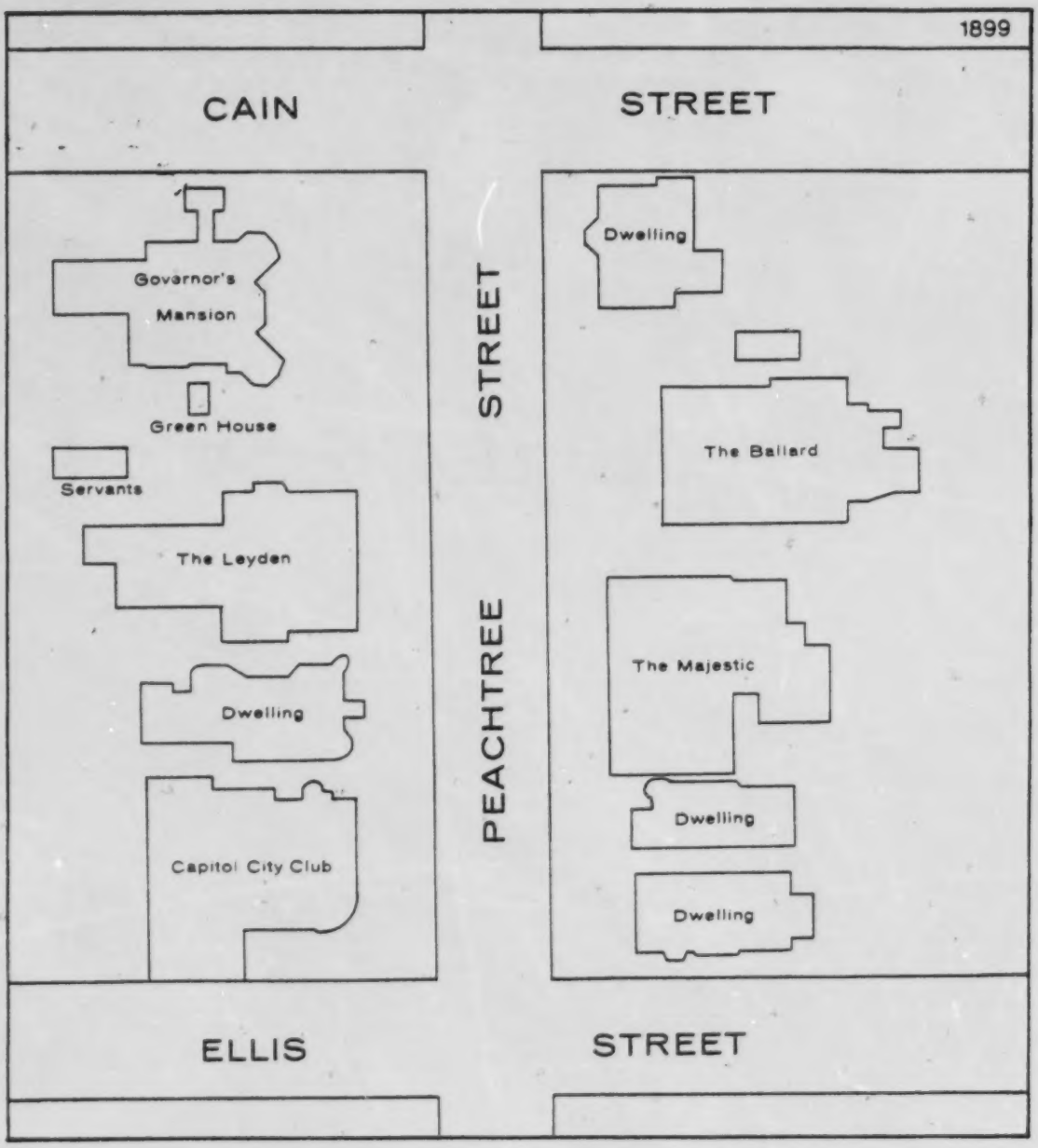

Figure 27

Peachtree Street between Ellis and Cain in 1899

What is the main land use of this area? Note how the former dwelling has been used to form part of The Ballard Hotel. See Figure 34 also.

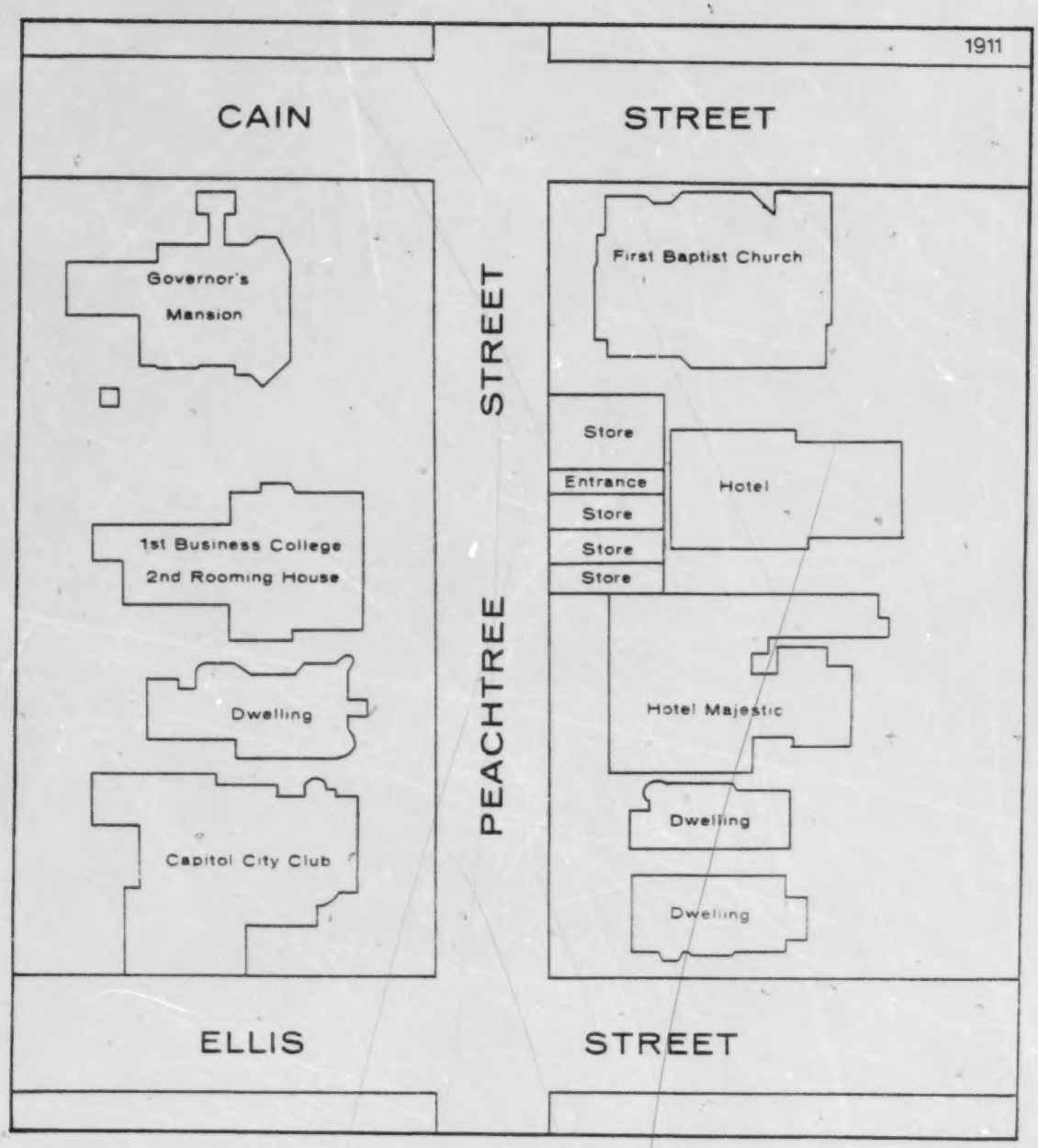

Figure 28

Peachtree Street between Ellis and Cain in 1911

Describe the land use of this section of the street. How has the land use changed from 1899?

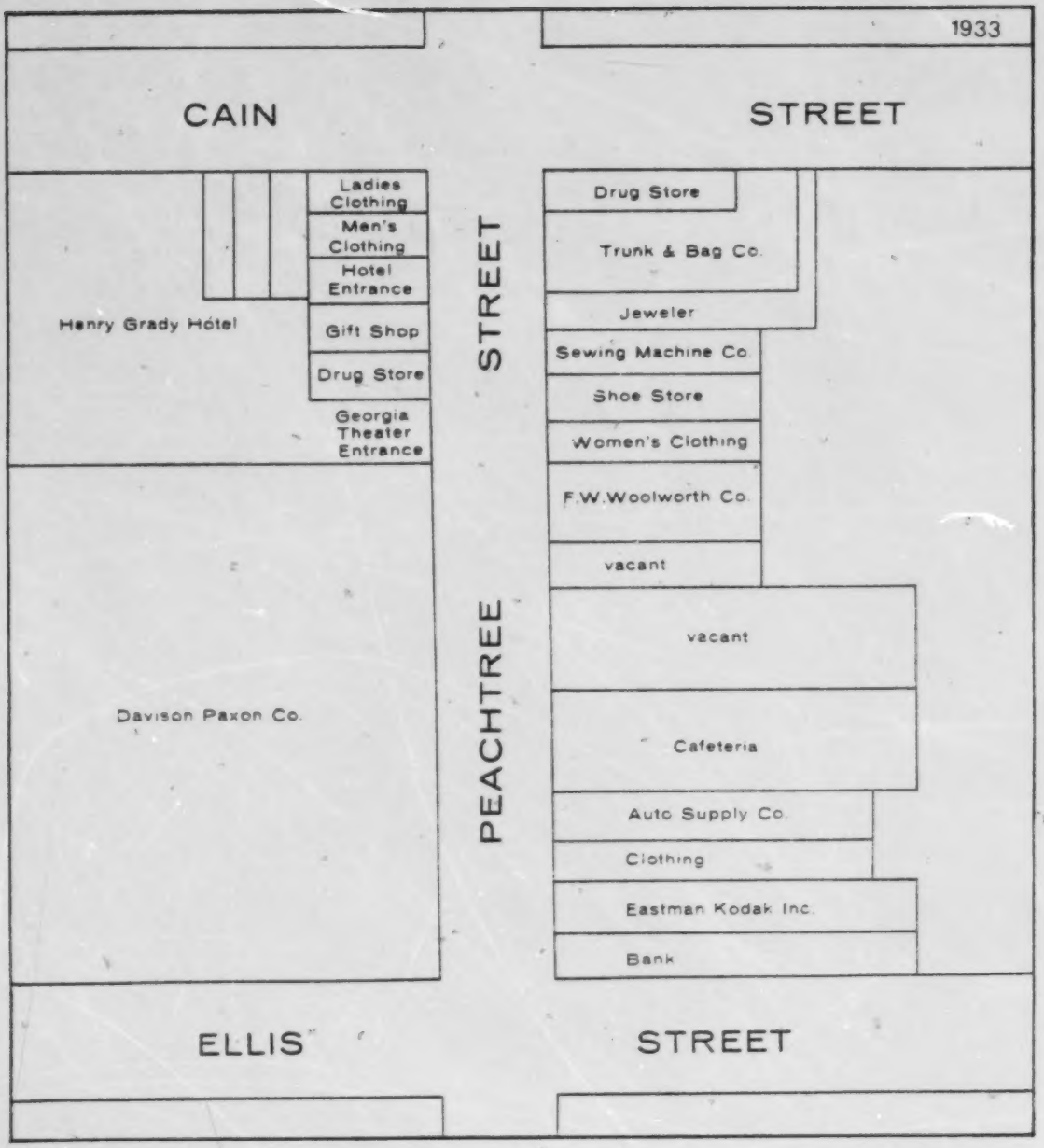

Figure 29

Peachtree Street between Ellis and Cain in 1933

What change in the type of buildings found has occurred since 1911 (Figure 28)? What was the main land use of this section of Peachtree Street?

Figure 30

Peachtree Street Residences in 1890

1890 fine residences along the western side of Peachtree Street just north of Ellis Street. Davison's is now on the site.

Figure 31

The Residential Section of West Peachtree Street in 1890

What type of transportation would have been used at this time?

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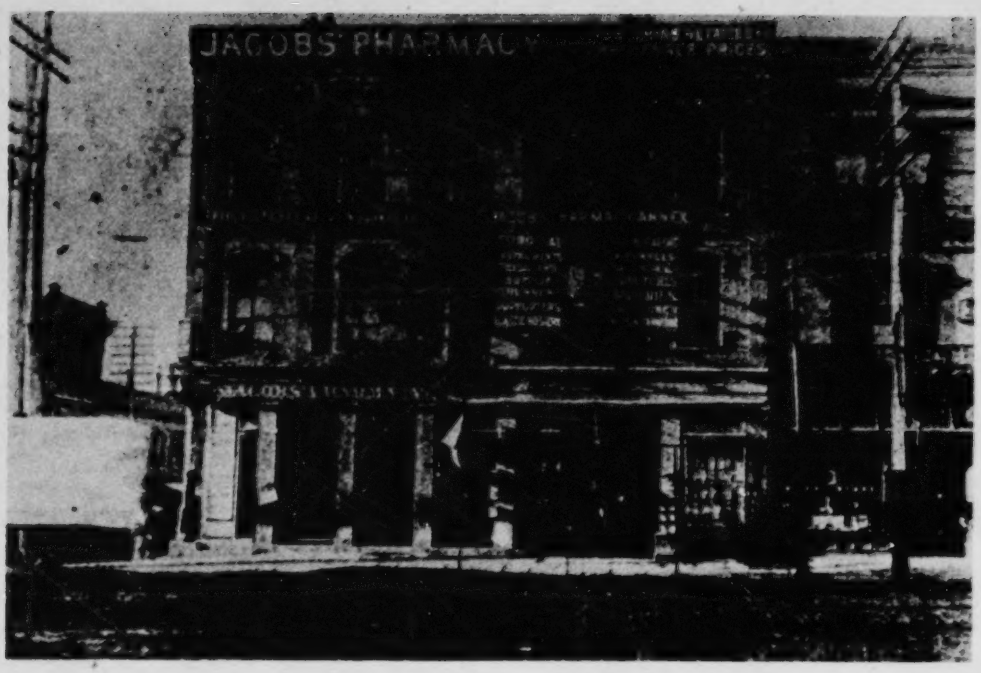

Figure 32

The Corner of Marietta and Peachtree, 1884

This is the Norcross Building which occupied this site from 1845. Jacob's Drug Store is associated with the origin of Coca Cola as a popular beverage. What goods were sold by drug stores at this time?

class residential area between 1885 and 1910. In 1903 new houses were being constructed north of 13th Street in an area that served as a brickyard after the Civil War. The formerly notorious Tight Squeeze area became a fashionable residential district (Figure 31).

Peachtree Street has a long history of parades. In 1862 it was the scene of the start of a procession that led James J. Andrews to his hanging. He was the Union leader who stole the railroad engine "The General." More entertaining parades were held along Peachtree in 1887 for the Piedmont Exposition and in 1895 for the Cotton States and International Exposition. The street also served as the focus of attention whenever a visiting dignitary arrived in town. It is now the route of patriotic Fourth of July parades.

Peachtree Street was the scene of other important events during the period between 1860 and 1920. In 1885 Jacobs' Drug Store on the corner of Peachtree and Marietta was the first store to use the penny in retail trade. In 1867 the same store was the first place to mix Coca-Cola with soda water and change a locally popular headache remedy into a world-famous soft drink (Figure 32).

In the 1900s the business district began to take on the appearance of a city (Figure 33, 34). Few trees and residences were found within four blocks of Five Points, the intersection of the four original roads (Figure 35). The artesian well in the middle of that intersection was condemned by the Board of Health in 1900 and the city obtained its water from a new water-works on the Chattahoochee River. Five Points which had been a popular meeting place for Atlantans began to change as the city grew and in 1926 the following statement was made:

> Five Points has lost its "town pump" characteristics. It is no longer a place for people to congregate; it is a place to rush away from.....In the old days, people used to go "to town" in the evening. Now they take their cars and ride away from town, and at night Five Points is almost deserted.

Population

The population of Atlanta grew rapidly after the Civil War. In 1870 the population was almost 22,000. By 1920 it was over 200,000. The proportion of the population which was non-white was over 40% until 1890 when it began to fall as many Negroes left the South for the industrial centers in the North.

The following table shows the rapid population increase:

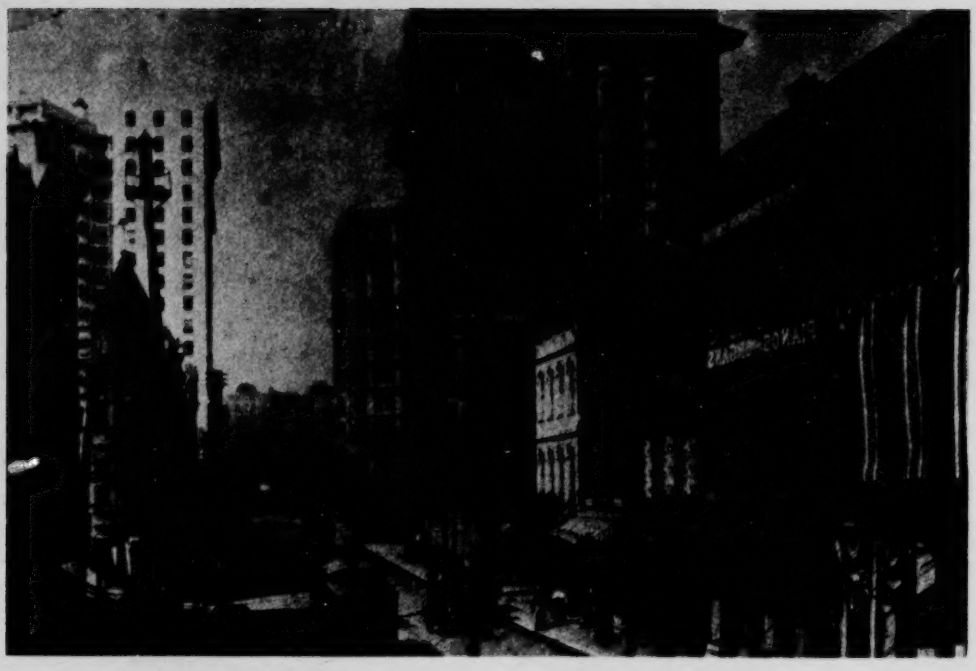

Figure 33

Lower Peachtree Street in 1905,
half-block south of Auburn Ave.

What modes of transport can you see? What do the buildings tell you about the land use of this part of town?

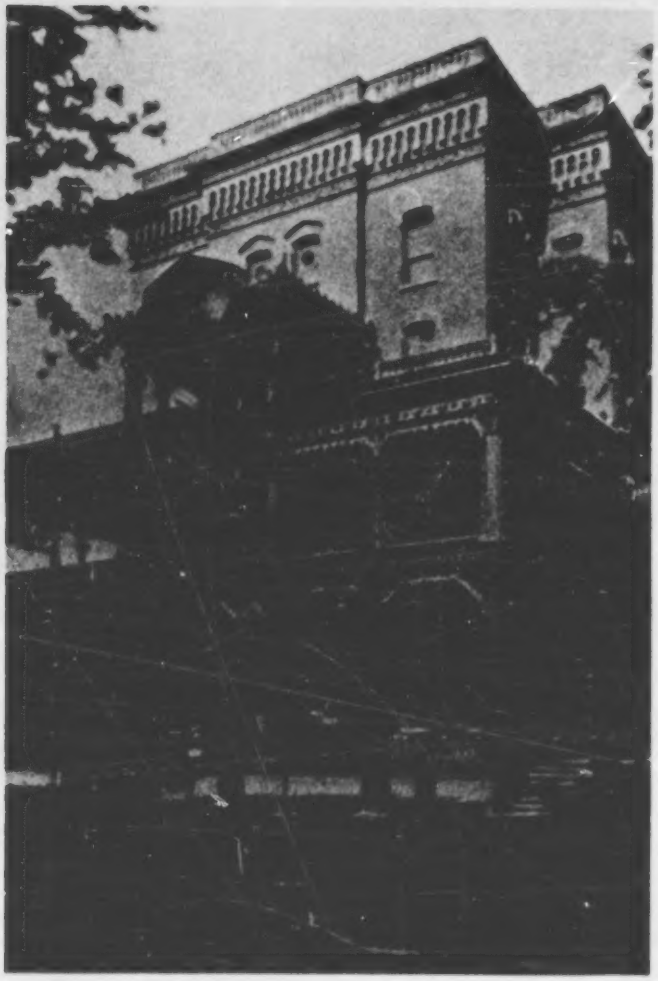

Figure 34

The Hotel Ballard in 1903

This hotel, at 201 Peachtree Street, was once a fashionable residence. How can you tell this from the photograph? What does the tall building in the background suggest about changing land use?

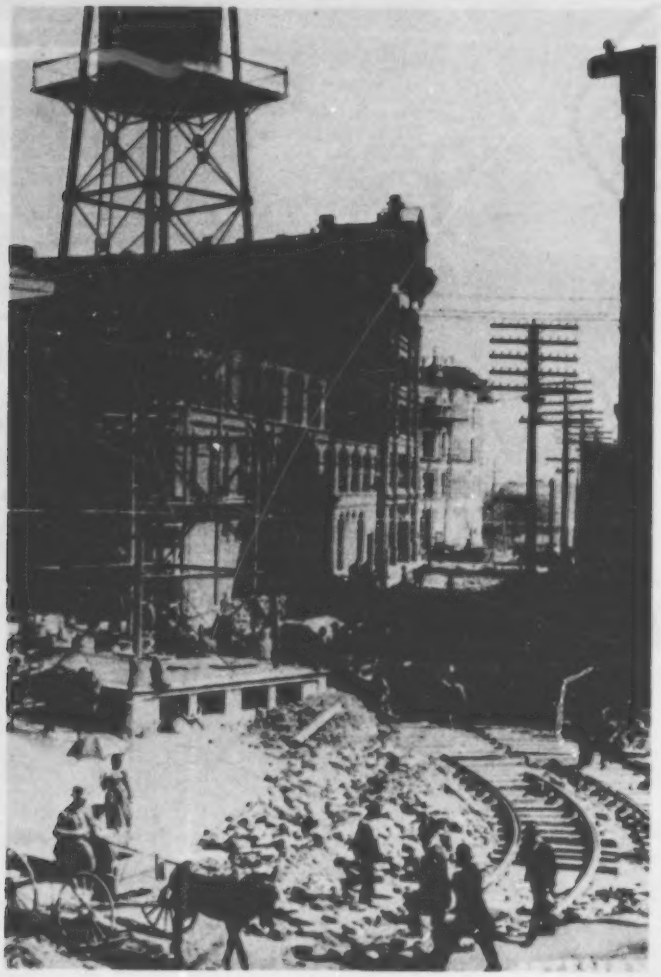

Figure 35

Five Points, in Atlanta, in 1833

Five Points is where Peachtree, Marietta, Whitehall, Decatur and Edgewood Streets meet. This was the meeting place of the original Indian trails and later the pioneer roads that traversed the district. The artesian well and storage tank were used to provide water for Atlanta residents until 1900 when a new water distribution system was developed from the junction of Peachtree Creek and the Chattahoochee River. What does the photograph suggest about changes that are just about to take place in transportation methods?

Atlanta

	Total Population	Non-White
1850	2,572	19.9%
1860	9,554	20.3%
1870	21,789	45.6%
1880	37,409	43.7%
1890	65,533	42.9%
1900	89,872	39.8%
1910	154,839	33.5%
1920	200,616	31.3%

Transport and Communications

Many of the innovations that occurred in transportation have been mentioned in the section on Technology. Railroads continued to play an important role. By 1920 six major railroad systems operated into Atlanta. The street railways, first powered by mules and later by electricity, provided transport along Peachtree Street and to other parts of the city.

After 1900 the horse-drawn carriages, carts, wagons and buckboards began to be replaced by the "horseless carriage." The first steam locomobiles appeared in Atlanta in 1901. The lack of smooth pavement retarded the introduction of the automobile. In 1907 the only smooth pavement in the city extended along Peachtree between Marietta and Baker Streets. By 1908 asphalt paving was placed along Peachtree Street to the Ponce de Leon intersection.

Not everyone welcomed the coming of the automobile. One of the people involved in an accident when his horse was startled by an auto in 1904 said:

> I am in favor of a law against this automobile business .....A person is not really safe with those amateur automobilists turned loose in the streets.

A city ordinance was passed after this accident which set the maximum speed of automobiles at eight miles an hour within the city fire limits, and at fifteen miles per hour outside. The viaduct connecting Peachtree and Whitehall Streets was to be approached at a speed "no greater than a walk." The ordinance also provided for the licensing of drivers and vehicles.

In 1879 a telephone system had been set up in Atlanta. By 1920, the town which lay in ruins in 1864 had developed into a modern city.

Summary

This period was one of increasing urbanization in the Atlanta area. The Civil War led to the development of industry along Peachtree Street and then to the destruction of most buildings in the entire city. Recovery took place rapidly after 1864 and Atlanta was named capital of Georgia in 1868. Peachtree Street developed as a commercial and residential street. The section nearest the railroads became the commercial center of the city. A fashionable residential district was focused upon Peachtree Street to the north of the business district after 1885. As the city continued to develop , commercial activities moved northwards along Peachtree and residents were forced to relocate further from the center of the city. Areas which were inhabited by undesirable types of people or which were forested in 1870 became residential districts by 1920.

Figure 36

The Intersection of Peachtree, Pryor
and Forsyth Streets in 1944

Can you think of any reasons why streetcars are no longer found in this area of Atlanta? How would you describe the pattern of streets in this photograph?

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CHAPTER 6

PEACHTREE STREET - 1920 TO 1977

By 1970 the population of Atlanta had grown to almost 1.2 million and the city was recognized as the commercial, industrial and financial center of the southeastern United States. The strategic location made Atlanta a pivotal distribution and communications center. Over 5,500 of the nation's leading businesses had offices located in Atlanta.

The period from 1920 to 1977 has been one of continual urbanization for the Atlanta area. Peachtree Street, as the main thoroughfare, changed from a commercial and desirable residential area to a commercial and high-density housing area with many apartment buildings.

Technology

The skyline of downtown Atlanta has changed considerably since 1920. Today, twenty- and thirty-story buildings are common and one building reaches 70 stories in height. Modern building techniques using steel, concrete and glass have replaced timber and brick as structural materials.

Changing transport technology has not led to a decline in the importance of Atlanta. Railroads are still important to the economy of the city although they are mainly used now for hauling freight. Motor vehicles and aircraft are responsible for the movement of people.

The electric streetcars which operated on Peachtree and surrounding streets ceased operation in 1947 and now buses are used to serve a similar function. It was found that the tracks running down the center of the streets created too many problems for motor vehicles (Figure 36).

An important development has been the construction of

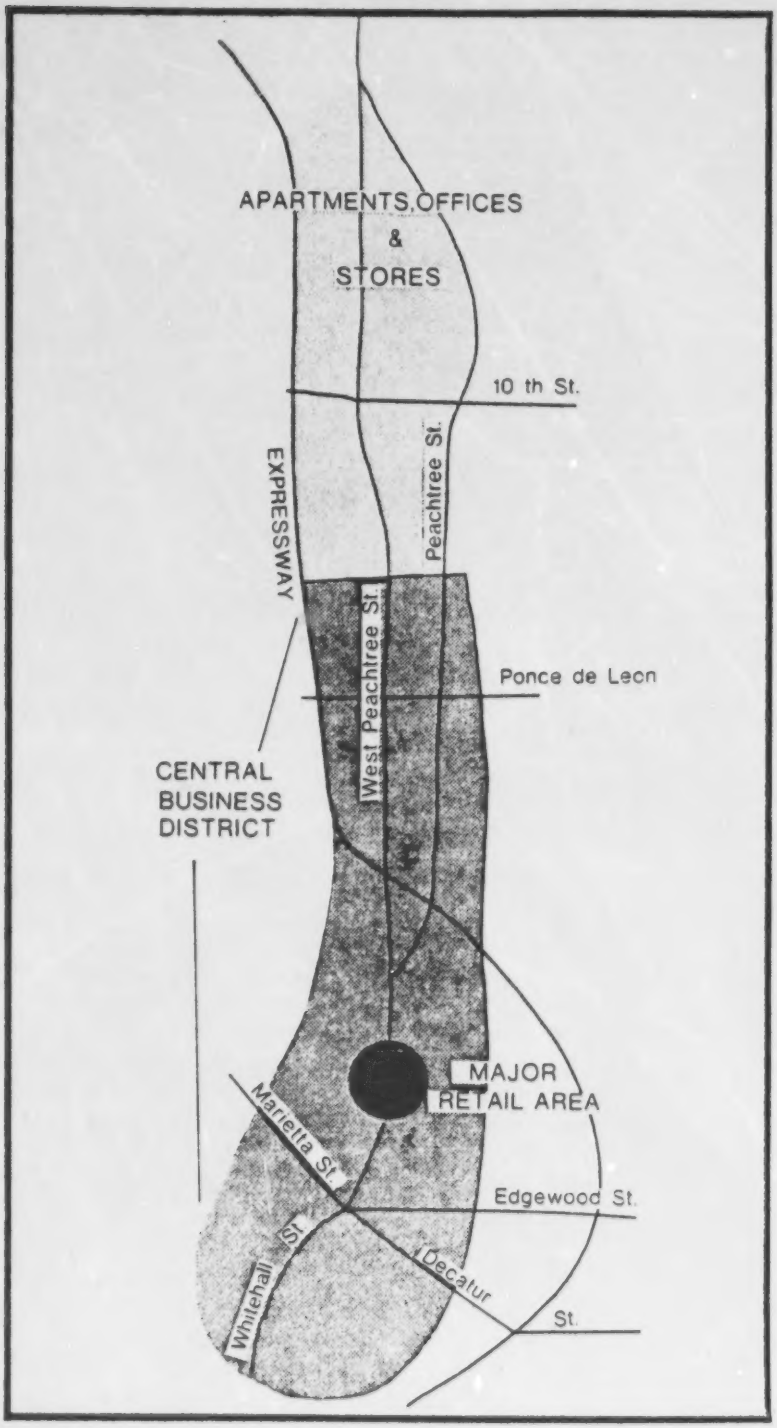

Figure 37

Land Use on Peachtree Street about 1970

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expressways. Interstate Highway 75/85 runs parallel to Peachtree Street to the north of the city and then circles the eastern side of the central business district. Interstate Highway 20 runs east and west to the south of the central business district. Both of these expressways carry much of the traffic which once used Peachtree Street as the main access road (Figure 37).

Economy and Settlement Pattern

Since 1920 Atlanta's role as a regional wholesaler has expanded and in the past few decades the function of regional and national administration of large corporations has been added. In 1925, the Forward Atlanta Commission was established with the aim of promoting Atlanta's climate, labor supply, location and natural resources in an effort to attract new factories and commercial firms. Between 1926 and 1929 over 760 new enterprises were established in Atlanta providing over 20,000 new jobs. Atlanta became known as a "branch office town." After the end of the second World War, Atlanta experienced another boom and 266 new manufacturing plants were attracted to the city. By 1949 Atlanta contained the offices or factories of over 1,544 industries. Today 442 of the nation's largest industrial corporations are found in Atlanta. The city also contains 48 of the 50 largest life insurance companies, 24 of the 50 largest retail stores, and 41 of the 50 largest transportation companies. The industrial economy is very diversified. Commodities produced include automobiles, aircraft, fertilizers, clothing, chemicals, food products, furniture, paper and paper products, candy and confectionary, printing and publishing, and iron and steel products.

Although secondary industry is important to Atlanta's economy, the city is better known for its service industries. As well as containing offices, the city is important as a convention, educational, and medical center. The center of local government, the city houses the Georgia State Legislature, state departments and over 90 federal government departments and commissions.

The rapid development of Atlanta since 1920 has resulted in many changes in Peachtree Street. The 1920s promotional campaign resulted in attracting major retailers to the area. In 1925 Macy's merged with the Davison-Paxon-Stokes Company, which had been established in 1891, and a new multi-million dollar store opened on Peachtree in 1927 (Figure 29).

During the 1920s a number of viaducts were built across the railroad tracks in the downtown area. One replaced the old bridge linking Peachtree and Whitehall Streets. Others were constructed at Pryor and Central Streets. The result was to abolish three railroad crossings and relieve traffic congestion.

Figure 38

Peachtree Street and Ponce de Leon Ave. in 1920

The intersection of Peachtree Street and Ponce de Leon Ave in 1920 showing the Georgian Terrace Hotel and the Ponce de Leon Apartments. Describe the population density of the area shown in this photograph.

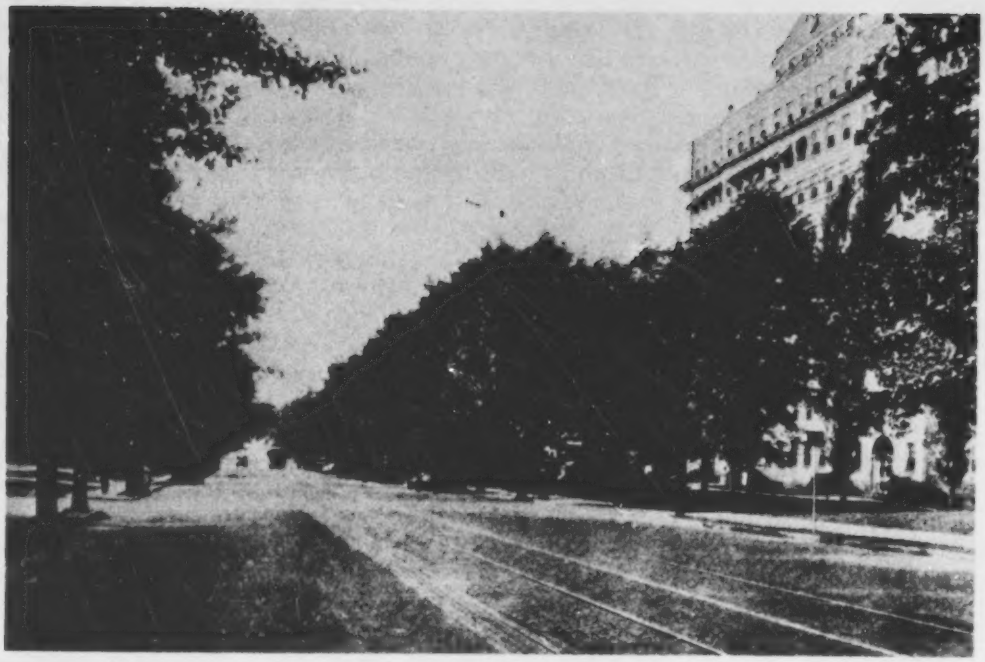

Figure 39

Peachtree Street in 1930

This is a view of Peachtree Street looking north from 16th Street. What means of transportation can be seen in this picture? How would you describe the type of neighborhood shown in this picture? What might the large building on the right be used for?

The change in the level of the streets also produced Underground Atlanta. Many old buildings in this area were sealed off at the second floor when the viaducts were built and the original store fronts and old signs remain as testimony to Atlanta's beginning.

The boom in the economy, while changing the facade of downtown Peachtree Street, also brought about changes to the fashionable residential area to the north (Figure 38). During the 1920s apartment buildings were built north of 16th Street (Figure 39). In the 1930s many of the older families moved out of the fine homes between 13th and 14th Streets. These homes became boarding houses or offices. Many of the people who moved out of this area settled on the rolling woodlands between Peachtree Battle Avenue and West Paces Ferry Road.

The Great Depression of the 1930s slowed the growth of Atlanta and many stores on Peachtree and other streets were left vacant as storekeepers went out of business. The decade ended on a brighter note with the world premiere of "Gone With The Wind." This film was based on a book by Margaret Mitchell who wrote about life in Atlanta and the surrounding area at the time of the Civil War. In 1939, thousands of people lined Peachtree to welcome the visiting celebrities as they passed on their way to Loew's Grand Theatre. The film did much to bring Atlanta and its famed Peachtree Street to the notice of the world.

Redevelopment of the northern part of Peachtree occurred in the late 1940s when many of the fine old homes were demolished and apartment buildings took their place. During the 1950s office buildings replaced some of the older residential buildings in the area adjacent to the downtown area. The construction of the north-south expressway, Interstate 75/85, severed Peachtree, commercial activities being concentrated to the south of the expressway, and the apartment section with some offices to the north (Figure 37).

In the 1970s the downtown portion of Peachtree Street had the following functions:

Between the railroad and Houston Street - the financial area and general retail section

Between Houston St. and Baker St. - regional trade and general retail, with major retail stores being found between Ellis and Harris Streets

Between Baker Street and I 75/85 - regional trade

Figure 40

Peachtree Street in 1938

This view is of the area to the north of the railroad bridge. What modes of transport were used in Atlanta in the 1930s? How would you describe the height and type of building found in this area? What is the road surface made of?

Population

The population of the city of Atlanta grew considerably between 1920 and 1970 when it was almost a half-million. Since 1971 the population of the city has begun to decline, although metropolitan Atlanta is still growing rapidly. The following table illustrates the growth:

	Metropolitan Atlanta		City of Atlanta	
	Total Population	% Non-white	Total Population	% Non-white
1920	200,616	31.3	200,616	31.3
1930	359,668	n.a.	270,336	33.3
1940	442,294	29.3	302,288	34.6
1950	671,797	24.7	331,314	36.6
1960	1,017,188	22.8	487,455	38.3
1970	1,390,164	22.6	496,973	51.6
1971*	1,428,000		497,600	
1972*	1,465,000		486,000	
1973*	1,522,800		479,000	
1974*	1,776,000			

*estimated Source: U. S. Census

The important feature of Atlanta's population, apart from its growth, is the non-white population. The non-white population in Atlanta began to fall at the end of the nineteenth century but stabilized around 1960 at just over 22%. During the early decades of this century many blacks left Atlanta and the south for the manufacturing centers of Chicago, Pittsburgh and Detroit where jobs were available. As Atlanta has grown, the proportion of blacks living in the metropolitan areas, outside the city limits, has not kept pace with the increase in the number of whites in these areas. However, within the city limits the proportion of black inhabitants has increased from about 30% in 1920 to over half the total city population in 1970.

Atlanta's overall population density is 3,800 people per square mile. This makes Atlanta a low-density city. Most housing in the city was built after World War II when families preferred to live in single-unit detached housing on large lots. The overall density does not give a clear indication of the population density on Peachtree Street. In the downtown portion

of the street the population density is low, although there is a great variation between the population during the day and during the night in this area. In the area surrounding the business district, the population is over 60% black and the density reaches well over 10,000 per square mile. The population of the black apartment area is a medium- to low-income group. All whites living in the Peachtree Street residential area north of the expressway are low-income earners.

Transportation and Communication

Atlanta is a pivotal distribution and communications center. Figure 41 indicates Atlanta's centrality in relation to other major population nodes in the eastern United States.

Ten lines of six major railroad systems focus on Atlanta, and thirty-seven other railroad companies have offices in the city. Seven interstate bus companies have depots in the downtown area near Peachtree Street. Nine airline companies operate from Atlanta's Hartsfield International Airport, which was ranked second in the United States for enplanements and commercial airline operations in 1973. Atlanta is also a major telephone and telegraph switching center.

Within the city area, transport and communications are also important. In 1965 the Metropolitan Atlanta Rapid Transit Authority (MARTA) was established and by the early 1980s it is anticipated that fifty miles of rail-lines and fourteen miles of busways will be in operation. At the present time work is in progress at the southern end of Peachtree Street on the building of the underground rail system. Peachtree Street is a major focus of the MARTA bus services.

Private automobile and truck ownership is another important mode of transport in Atlanta, although the Peachtree Street area has less than thirty percent of households with an automobile. This reflects the relatively low incomes of inhabitants and the closeness of the residents to their places of employment.

Summary

Atlanta has become the economic and cultural capital of the southeastern United States. The generally slow economic growth of the south until World War II retarded the growth of Atlanta. Since then the city has prospered with the rapid economic and urban growth of the south. Growth, development and redevelopment have traditionally been guided by a small group of powerful individuals who were concerned with the city's welfare. The tradition persists. A few major firms and their directors stimulated growth and redevelopment in downtown Atlanta which changed the face of Peachtree Street.

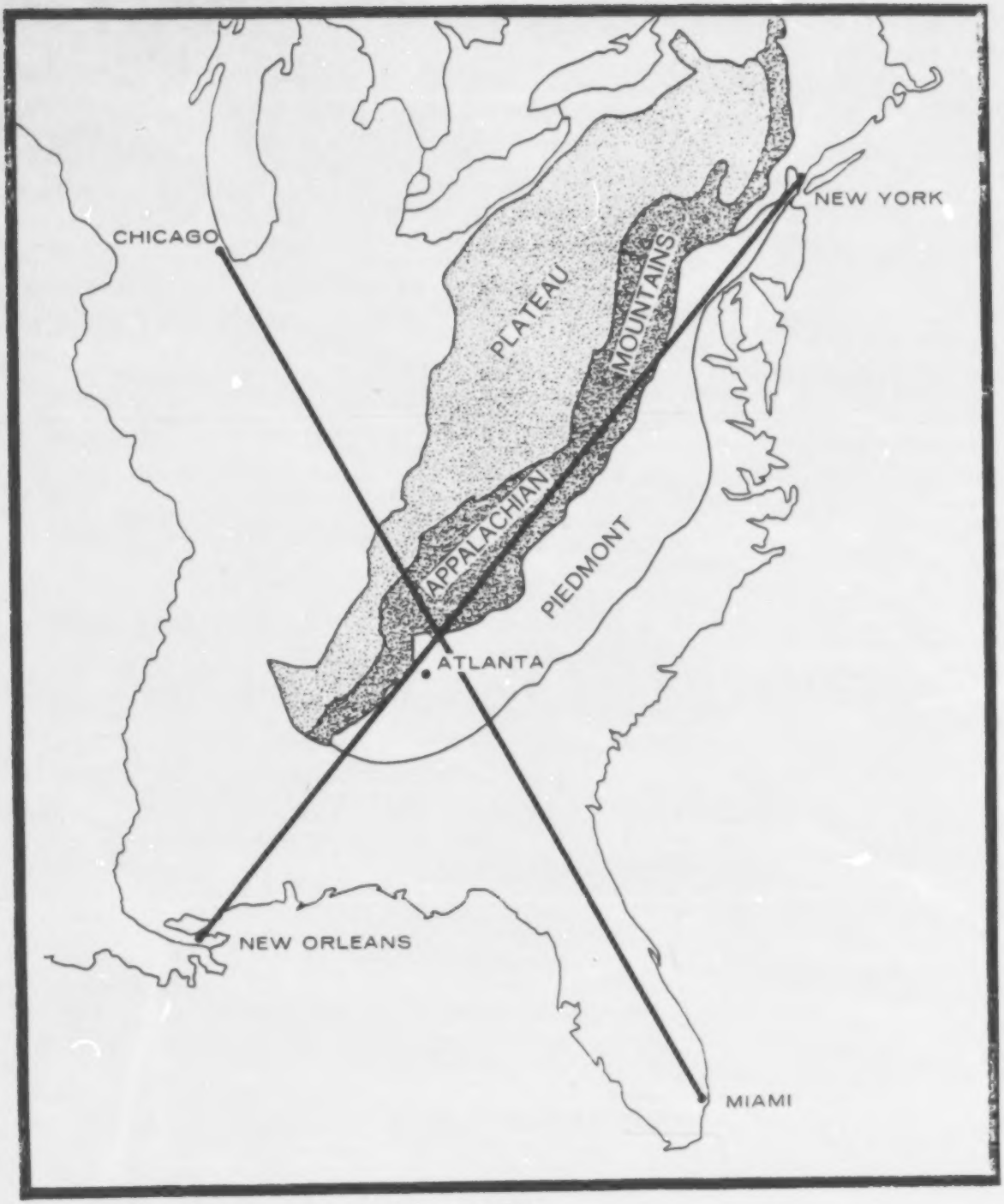

Figure 41

Atlanta's Centrality in the Eastern United States

Why can Atlanta be described as being in a central position in the eastern United States?

Today tall glass and concrete office and shopping complexes can be found in an area which was occupied by private dwellings only 80 years earlier. An expressway which parallels Peachtree Street and then circles the central business district has taken much of the through traffic away from Peachtree Street. The area along Peachtree Street between Five Points and the West Peachtree intersection consists entirely of buildings which have been built over the entire piece of land they occupy. North of this to Ponce de Leon Avenue are delapidated buildings interspersed by newer office and apartment complexes. North of Ponce de Leon, Peachtree Street is a mixture of offices, stores and low cost apartments.

CHAPTER 7

UNIT SYNTHESIS

This unit began with the objective of telling you about the changes in land use that have occurred along Peachtree Street and in the surrounding area since it was first inhabited.

Many elements of the physical and cultural landscape have been dramatically changed over time. Today we find that a highly complex cultural landscape has replaced the native forest that once made up the physical landscape.

We have seen how the technology of the area has changed. The products of modern technology have replaced the stone implements and bows and arrows of years past. We have seen the impact of the introduction of rail transport upon the area.

We have seen the economy change from subsistence hunting and gathering to the highly specialized commercial way of life of today. We have seen that the area was formerly settled by groups of people with a very different social system to the one we know. Clans of subsistence oriented Indians have been replaced by an urbanized industrialized way of life.

The population and settlement pattern has also changed. Where nomadic hunters once roamed in search of food, a modern metropolis stands today.

We have noted that transportation has changed from the days when Indians roamed the forest on foot, to the era of the locomotive, automobile and airplane. We have seen communications change from direct word of mouth to the use of the telephone, radio, television and newspaper.

Each of the changes in these elements has had an impact upon land use. During the stage of Indian pre-history and

early history we saw land use change from the hunting of large animals to a life style based upon the gathering of edible plants and the hunting of smaller animals. The Indians later used the land for the growing of crops.

During the second stage we saw that a highly developed culture based upon subsistence cultivation and supplemented by hunting and gathering had evolved.

The third stage was marked by the destruction of the traditional Indian way of life. European demand for skins led the Indians to neglect their crops and hunt for deer. At the end of this stage the Indians gave up their land to the white man.

The fourth stage saw the coming of pioneer white settlement. It began with the first white settlers using the land for subsistence farming. The coming of the railroads focused attention upon the area and a settlement grew up around the rail terminus. This stage concluded with a combination of urban and rural land use around Peachtree Street.

During the fifth and sixth stages we saw Peachtree Street develop into the commercial core of Atlanta. Sections which had been fashionable residential areas in the fifth stage were replaced by stores, offices and apartments during the sixth stage.

For over 11,000 years the land had been used for a subsistence way of life. Within the space of 200 years the area was changed to an urban landscape. What changes in land use might we see in the next 200 years?

GLOSSARY

access - a way of approach

administrative center - an area which contains government offices

allies - friends, supporters or people linked together in a common cause

archeological site - an area where the study of people who lived long ago is carried out by digging up the remains of their camp sites, houses or towns

archeologist - a scientist who studies men who lived long ago by digging up the remains of their tools, houses or towns

artesian well - a hole dug in the earth in which water flows up under internal pressure

artifacts - anything produced by human effort

browse - to feed on the tender shoots, twigs and leaves of trees and shrubs

burial mound - a pile of stones or earth containing the remains of human beings

business district - the area of a town or city in which goods are bought and sold and services are available

ceded - to grant land to another by means of a treaty

census - a count of the population

centrality - being in the center

cession - the giving up of an area of land to another by the signing of a treaty

choppers - shaped stone instruments used for chopping or girdling trees

chunkey yard - an area in an Indian village where a game similar to lacrosse was played

city limits - the legal boundary of the city proper

clan - a cluster of relatives, claiming descent from one sex line only (either mother or father), who are held together by the belief that they are descended from a common ancestor

clovis point - spear and arrow points made of chipped stone used by early Indians

colonies - groups of people living in new territories but retaining ties with the parent state

commercial center - an area in which much buying and selling of commodities takes place

communal hunt - a hunt engaged in by the whole community co-operating with each other

confederacy - a body formed by a group of persons, states or nations to act for the common good

confluence - the point where two streams meet

convention center - a center which is used as a meeting place of groups of people with common interests

corporation - a large business organized for the production of goods or the provision of services

cultural landscape - those aspects of the way the land looks which are the result of the works of humans; it includes buildings, roads and mines

culture - the way of life of a group of people; the way in which a group adjusts to its total setting

culture area - the area in which groups of people possessing common characteristics live

cured (animal skins) - to process animal skins so that they may be used for making articles such as clothes so they will not deteriorate

decade - a period of ten years

defensive structure - construction usually of earth or timber made to protect a town from attack

digging stick - a sharpened stick, sometimes burnt to harden the

point, used for digging holes into which seeds are dropped

dignitary - an important person

diversified economy - an area containing a wide range of opportunities for the production, buying, selling, trading and consumption of goods and services

division of labor - way of dividing up and sharing work

domesticated foods - foods which are grown by people as common crops

dwelling units - buildings or other shelters in which people live and keep provisions

ejected - thrown out with great force

encroaching - the advancing of a group of people onto the territory of others by gradual steps or movements

enslaved - to capture or hold in bondage; to make a slave

epidemics - outbreaks of disease affecting many individuals within a group of people

exposition - a public exhibition or show of goods

facade - the appearance presented by the front of a building

fall line - the line where the piedmont meets the coastal plain, marked by a drop in the topography and rapids or waterfalls on water courses

fibers - a thread made from animal hair or vegetable matter

financial center - an area containing numerous buildings which are involved in money matters including banking and insurance

firing of pottery - the baking of objects made of clay

flint - a hard stone that produces a spark when struck with another stone

fluctuations - changing upwards and downwards in an irregular manner

foreshaft - a bone shaft to which a stone point was tied to enable the point to be fixed to the long shaft of a spear

funeral effigies - an image representing the person who is being buried

garrison - a military post

general merchandizing - the sale of a wide variety of goods to the public

girdling - to cut a circle around a tree to kill it by interrupting the circulation of water and nutrients

glades - an open space surrounded by woods

haphazardly placed - placed without any particular order

hierarchical system of land subdivision - system of land surveying where land was divided into counties, which in turn were divided into land districts, which were further divided into land lots

high-density housing area - an area of multi-storied dwellings containing many apartments

hill planting - a method of growing plants or crops in small areas, usually small circular plots with the soil raised above the level of the surrounding ground, which is uncleared

hinterland - an area served by and surrounding a city

hoe agriculture - a primitive form of cultivation in which the major implement used was a hoe made from a stick with a stone, bone or shell attached

horseless carriage - a motor car

hunting strategy - plan for tracking and killing animals

implements - tools or utensils forming part of equipment for work

incised - cut into the surface; engraved

incorporated - legally recognized as a city

industrial - characterized by highly developed complex of factories for manufacturing

industrial center - an area containing numerous factories involved in the manufacturing of goods

industrialized - to establish in an area many factories and plants involved in the manufacturing of goods

inherited technology - total of the techniques possessed by the members of a society and passed on to children by their parents and relations

intercropping - the growing of several kinds of plants together in the same field at the same time

intersection - a place or area where two or more roads or streets meet

kinship system - a system that shows the relationship as by descent from a common ancestor

land bridge - a strip of land which once joined one land mass to another, but which is now under water

land lottery - a means devised to distribute land in Georgia where the names of individuals who wanted the land were placed in one barrel and an equal number of pieces of paper with land lot numbers were placed in another. Paper was drawn from each barrel. If a name was matched with a land lot, it became the property of that person.

landscape - the look of the land including things that are the result of nature and those that are manmade

land use - the way the land is worked or utilized

legislature - an organized body having the authority to make laws

loblolly - thick mud

loom - a frame for making cloth on which threads are interlaced at right angles

matrilineal - clan relationships traced through women on the

mother's side of the family

metropolitan area - the area immediately outside the city limits, usually containing residences and sometimes manufacturing plants

monumental earthwork - a monument made of earth

multiple cropping - the planting of two or more separate crops on one plot of land during one year or growing season

natural resistance to disease - an inborn ability to fight off the effects of certain illnesses

nomads - people with no fixed place of living, who seasonally wander from place to place in order to obtain an adequate amount of food

obliterated - wiped out, destroyed

ordinance - a law made by municipal or governmental authority

ordnance supply plants - factories manufacturing goods for military purposes

palisades - fences constructed of stakes driven into the ground for the purposes of defense

physical landscape - those aspects of the way the land looks which are the result of the works of nature; including the shape of the land, the vegetation and the animal life

piedmont - an area of undulating and hilly land situated at the base of mountains (in this case, the Appalachian Mountains) and extending to the coastal plain

pioneer farmers - the first white farmers to work an area of land

plaiting - interlacing of strands

plundered - the taking of things by force

population density - the number of people living on each square mile of area

population nodes - large cities containing large populations

pre-history - the period before man kept records of his achievements

promotional campaign - a campaign designated to contribute to the growth and prosperity of a city (in this case, Atlanta) by attracting additional businesses

redevelopment - the process of rebuilding an area which has outlived its usefulness such as the replacement of slum areas with new buildings

residences - buildings used as homes

residential area - an area containing a large number of dwellings in which people live

resurgens - a motto derived from a Latin word meaning, "I shall rise again"

retail center - an area in which stores sell goods directly to the public

ritual - a ceremonial act

riverine soil - land situated on the flood plain of a river; generally of a looser texture than higher areas and therefore easier to cultivate

role - kind of behavior a society expects of a person in a given situation

rooming house - a house in which individual rooms are let or rented

rotation of fields - a system of leaving a piece of land without any crops growing on it for a period of time to allow it to regain some of its fertility

rowdies - a group of people who are coarse or boisterous in behavior

sandy loam soil - soil of loose texture which is easy to cultivate

scrapers - shaped stone instruments used for scraping skins or timber

sedentary - permanently settled in an area; not nomadic

sequent occupance - the identification of a series of stages of human usage of the land, including changes that have occurred in both the physical and cultural environment

shanties - crude cabins usually made of round logs

siege - a military blockade of a city designed to cut off food and supplies with the intention of forcing surrender

single unit detached dwelling - individual houses, usually housing one family only

skyline - the outline of land and buildings against the background of the sky

spear thrower - a wooden implement used to throw a spear more accurately and with greater force than that which could be obtained when throwing a spear by hand

stage of occupance - the characteristics of a particular way of life of a group of people during a specific period of time

stalked - pursuing quietly and carefully to avoid alarming the prey

stone adze - a cutting tool with a stone blade set at right angles to the handle; mainly used for shaping wood

stone projectile points - points shaped from stone for use as spear or arrow heads

strategic point - a centrally located and commanding point to which access is possible from many different directions

structural materials - the various components used in the construction of buildings

subsistence - the minimum amount of material goods that a person or group must have in order to survive

temple mound - a large hill of stones or earth used for religious rites

three-tiered pattern of settlement - the smallest unit of settlement was the isolated dwelling, then came the village which consisted of a few dwellings. The largest unit of settlement

was the town which could contain many dwellings

topography - the shape of the land surface

trading economy - a situation where the goods of one group of people are exchanged for the goods of another group of people

traditional way of life - the way of living handed down from one generation to another

transportation hub - a central point from which much traffic comes and goes

twining - to twist together

unmolested forest - forest which is undisturbed and has not been altered by man

urban - having to do with cities or towns

urban center - a city area providing urban functions such as commerce and residences

urbanization - the process of an area acquiring the characteristics of a city life style

urbanized - to develop into an area containing the components of an urban way of life including wholesalers, retail stores, offices, factories, apartments and individual dwellings

viaduct - a bridge carrying a road over an obstacle, such as railroad tracks

weaving - making cloth by passing threads or strips over and under each other

wholesale center - an area containing businesses which sell commodities in large quantities to stores for resale

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CHANGING LAND USE:

PEACHTREE STREET, ATLANTA

A Case Study in Sequent Occupance

Student Work Book

by Kevin Laws

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January, 1978

TO THE TEACHER AND STUDENT

This workbook, to accompany the unit CHANGING LAND USE: PEACHTREE STREET, ATLANTA, is designed to help you master the conceptual structure of the text. The text is organized around the concept of "sequent occupance" and changes in land use throughout time are studied by noting how major cultural factors such as technology, economy, social organization, population, settlement pattern, and transport and communication have brought about such changes. If you try as best you can to answer the questions contained in the workbook you should be able to understand and use all the material that you have read in the text.

You will see that some of the questions refer to specific terms used in the text. If you cannot remember what these words mean, find the word in the text and see if you can work out its meaning from the sentence which contains it. If you cannot do this, use the glossary at the back of the textbook or a dictionary, but remember that the dictionary will not give you the specific meaning for the word as it is used in the text.

Some other questions refer to specific facts contained in the text. Try to answer these questions without referring to your text. If you do this, you will find that your reading comprehension ability will be improved. The third type of question found in the workbook asks you to use the information you have read and apply it to a different situation.

You are encouraged to think about how your own local area developed and, if possible, determine the stages that it has passed through. If you can do this, you will be able to make comparisons and contrasts between your area and the Peachtree Street, Atlanta, area. This will also help you apply the concepts you have read here to another context.

The questions in this workbook can be answered at different times following your reading of the text. For example, you may answer questions after you have finished your reading of a chapter; or you may answer questions after you have finished reading each section of the chapter. Your teacher will tell you when you are to answer the questions in your workbook.

UNIT INTRODUCTION

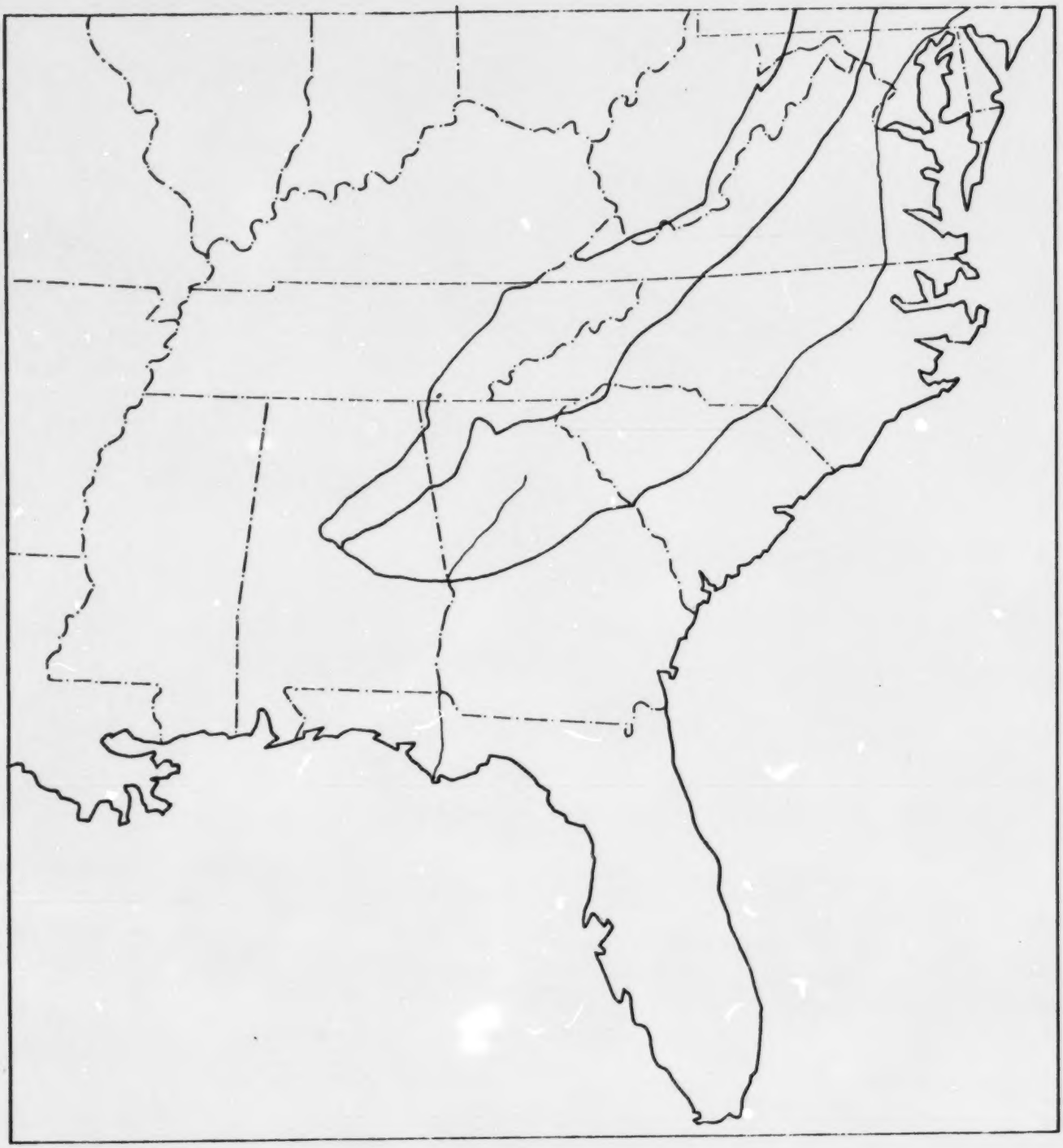
1. What is stated as the major purpose of this unit?

2. List the six stages of occupance and the appropriate time periods which provide a framework for this unit.

Stage of Occupance	Time Period

3. List, explain, and give an example of the six elements which help explain changes in land use.

Factor	Explanation	Example



The Southeastern United States

4. Of these six elements, which one do you think would be most important in changing land use? Give reasons for your answer.

5. Is transport and communication related to technology? If they are, why do you suppose the author treats transport and communication as a separate element?

6. Why is the location of Atlanta an important reason for its development as a major city?

7. On the accompanying map, locate the following:

   Georgia

   Atlanta

   The Appalachian Mountains

   The Piedmont

   Chattahoochee River

8. Define the following terms:

   Stage of occupance_____

   _____

   Subsistence_____

   _____

   Land use_____

   _____

   Urbanized_____

   _____

Industrialized _____

_____

Wholesale _____

_____

Retail _____

_____

Administrative _____

_____

Landscape _____

_____

Sequent Occupance _____

_____

Residential _____

_____

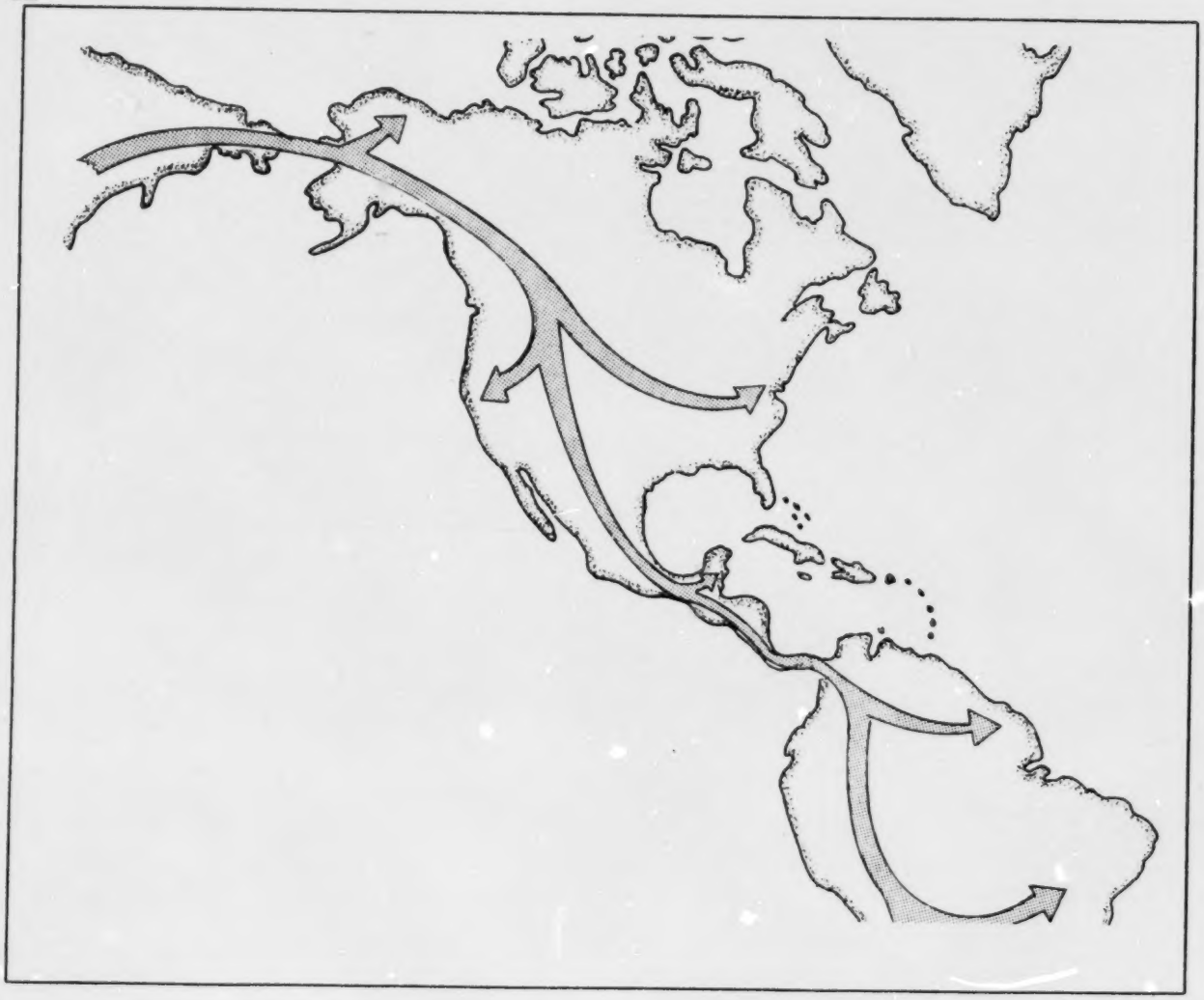
High density housing _____

_____

Pre-history _____

_____

9. Why do you think a "sequent occupance" approach is a useful way to study changes in land use?



The Routes into the New World

CHAPTER 1. INDIAN PRE-HISTORY AND EARLY HISTORY

1. Define the following terms:

   Land bridge_____

   _____

   Archeological site_____

   _____

   Culture_____

   _____

2. How long ago do scientists think the first people came to the North American continent?

3. List the four Indian cultures that are thought to have occupied the Southeastern United States.

Indian Culture	Time Period

4. Locate the following on the map:

   Bering Strait

   Siberia

   North America

   Kolomoki

   Etowah

Ocmulgee

Russell Cave

Paleo-Indian Culture

1. Define the following terms:

   Clovis point_____

   _____

   Foreshaft_____

   _____

2. How did the Paleo Indian use the land?

3. What two methods of hunting did the Paleo Indians use?

4. On what sites did the Paleo Indians set up their camps?

5. Describe the weapons the Paleo Indians used for hunting. How were these weapons used?

Archaic Indian Culture

1. Define the following terms:

   Sedentary_____

   _____

   Projectile points_____

   _____

Choppers _____

_____

Scrapers _____

_____

Artifacts _____

_____

Adze _____

_____

Spear thrower _____

_____

Ejected _____

_____

2. How did the land use of the Archaic Indians differ from that of the Paleo Indians?

3. How did the technology of the Archaic Indians differ from that of the Paleo Indians?

4. What two techniques of stone working were used by this culture?

5. Name the animal that was most important to the economy of these people.

Woodland Indian Culture

1. Explain the following terms:

   Monumental earthworks _____

   _____

   Burial mound _____

   _____

   Temple mound _____

   _____

2. What major change in the Indian land use occurred during this period?

3. Which three tropical plants were introduced into the Southeast during this period?

4. On what sites did these people establish their villages?

5. What structures provide evidence of this culture group being present in Georgia?

Mississippian Indian Culture

1. Explain the following terms:

   Hoe agriculture _____

   _____

   Palisades _____

Digging Stick _____

Riverine soil _____

Defensive structure _____

Sandy, loam soil _____

2. Fill in the table below to indicate the differences between the Woodland and Mississippian cultures.

	Woodland	Mississippian
Location of villages		
Food, a) animal		
b) vegetable		
Tools		
Weapons		
Earthen structures		

Summary

1. Give an explanation of the following term:

Nomads _____

2. Explain the difference between each stage of Indian culture by completing the following chart:

	Major characteristics
Paleo Indians	
Archaic Indians	
Woodland Indians	
Mississippian Indians	

3. What were the main factors which resulted in changes in land use during Indian pre-history and early history?

4. From your reading about each Indian culture, try to fill in the blanks on the following chart to show the differences and similarities between each culture.

	Paleo Culture	Archaic Culture	Woodland Culture	Mississippian Culture
Tools				
Weapons				
Food				
Clothing				
Settlement sites				
Transport				
Population				

5. How is the pre-history and early history of native groups that lived in the Atlanta area similar to the native groups which inhabited the area in which you live? How is it different?

CHAPTER 2. INDIAN LIFE PRIOR TO EUROPEAN CONTACT

1. Define the following terms:

   Culture area_____

   _____

   Domesticated foods_____

   _____

2. What was the basis of the Indian economy before the coming of the white man?

Technology

1. Define the following terms:

   Flint_____

   _____

   Girdling_____

   _____

   Glades_____

   _____

   Browse_____

   _____

   Fibers_____

   _____

   Incised_____

   _____

Funeral effigies_____

_____

True loom_____

_____

Twining_____

_____

Plaiting_____

_____

Weaving_____

_____

2. What was the main hunting implement used during this period?

3. How was land cleared prior to cultivation?

4. State four uses of fire during this period.

5. What five methods of catching fish were used by the Indians?

6. Name two fibers that were used for weaving.

7. Explain how the technology of the Indians determined the type of land use practised.

Economy

1. Explain the following terms:

Division of labor _____

_____

Communal hunt _____

_____

Multiple cropping _____

_____

Intercropping _____

_____

Hill planting _____

_____

Rotation of fields _____

_____

Role _____

_____

2. What two elements determined the way of life of the Indians before the coming of the white man?

3. What activities were carried out in the two seasons identified by the Indians?

	Activities
Warm season	
Cold season	

4. What two methods of hunting were used?

5. What crops were grown in the garden plots around villages?

6. Why were festivals and special tribal activities timed to occur at the same time as the harvesting of the corn crop?

7. Name three goods that Indians traded with each other.

Social Organization

1. Explain the following terms:

Kinship system_____

_____

Matrilineal_____

_____

Clan_____

_____

2. How did the social organization of Indians differ from our social organization?

Population

1. How many Indians lived in the Southeast before white contact?

   Minimum estimate_____

   Maximum estimate_____

2. Why is it difficult to determine how many Indians lived in the Southeast before white contact?

3. What changes in land use during the various stages of Indian occupancy contributed to the increase in population?

Settlement Pattern

1. Describe the most popular location for the situation of Indian villages and towns during this period.

2. What two factors determined the size of towns?

3. When did Indians move their towns to new sites?

4. Why was a supply of firewood so important to the Indians?

5. If you were to select a site for a new town today, what factors would you consider? Are any of these factors similar to those considered by the Indians? Why or why not?

Transport and Communication

1. Explain the following terms:

   Material needs_____

   _____

   Fall line_____

   _____

2. What mode of transport was most common among the Indians of the Southeast before white contact?

3. State three reasons why Indians traveled long distances.

4. The wheel was not used in the Western Hemisphere before European contact. Why do you suppose the Indians in the Western Hemisphere failed to invent the wheel?

5. How was the mode of transport and the kind of trails used by the Indians related?

Summary

1. In what ways did Indians alter the natural environment?

2. How did Indian land use in the Atlanta area about 1500 A.D. differ from the land use in the Paleo Indian period, about 9500 B.C.?

3. What were the major characteristics of Indian life about 1500 A.D.?

Element	Major Characteristics
Technology	
Social organization	
Economy	
Population	
Settlement pattern	
Transport and Communication	

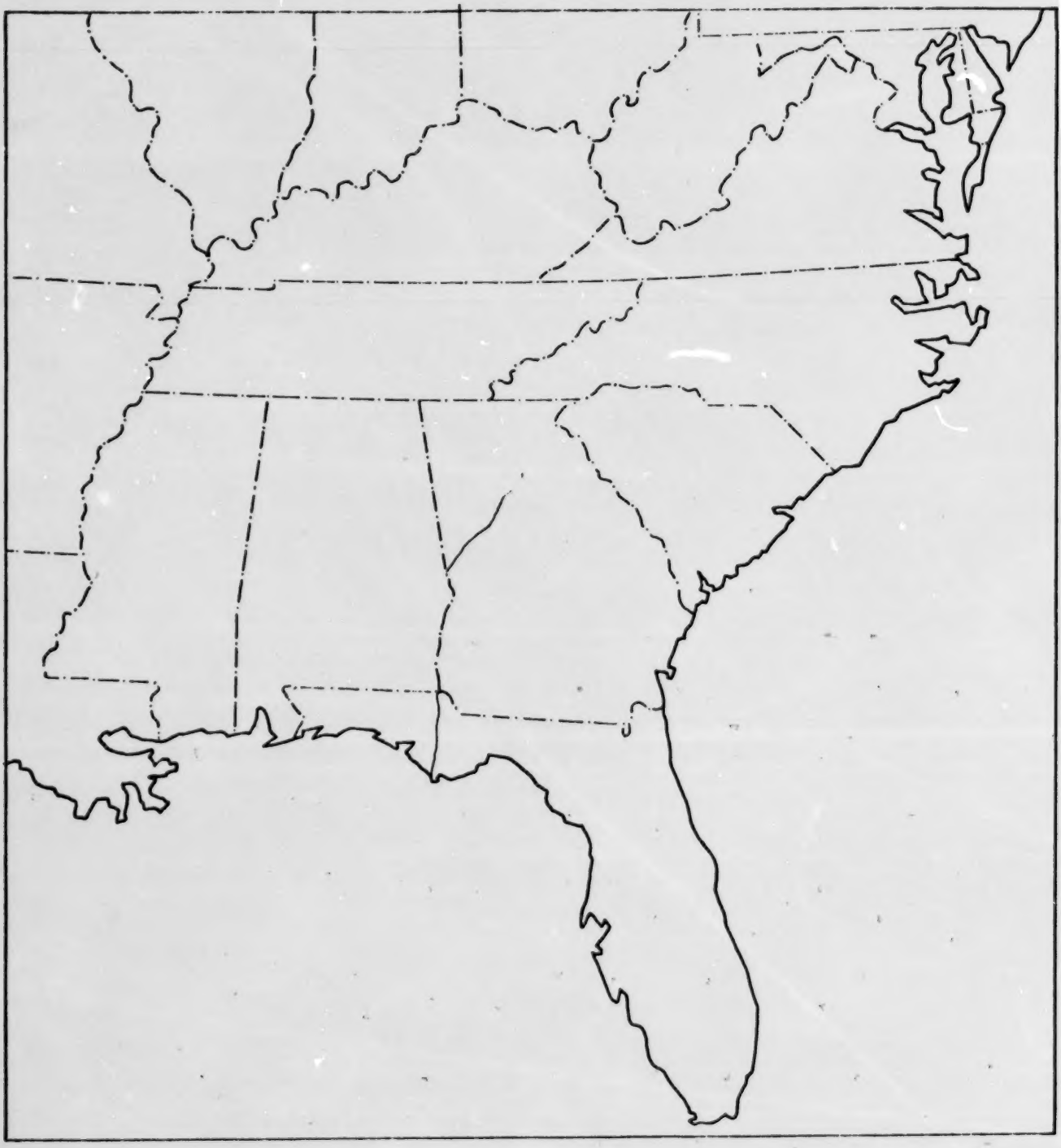
4. What factor do you think was most important in determining Indian land use about 1500 A.D.? Give reasons for your answer.

5. Would you have liked to be an Indian living in the Atlanta area prior to contact with white men? What would life have been like?

6. On the map of the Southeast, locate the following:

Chattahoochee River

Cherokee Indians
Creek Indians
} Tribal areas about 1800 A.D.



The Southeastern United States

CHAPTER 3. INDIAN SETTLEMENT AFTER EUROPEAN CONTACT

1. Define the following terms:

   Colonies_____

   _____

   Natural resistance to disease_____

   _____

   Plundered_____

   _____

   Garrison_____

   _____

2. For what reasons did the Spanish visit the Southeast?

3. Name the diseases introduced by Europeans that had devastating effects upon the Indians.

4. What did the Indians learn from their initial contact with the white men?

5. Why did the Indians of North Georgia and the colonists come together during the eighteenth century?

6. Refer to Figure 7 (page 19). Why do European trading paths all lead to coastal areas? What indicates that the Indians could travel long distances?

Indian Life in the Eighteenth and Nineteenth Centuries

Technology

1. Explain the following terms:

   Inherited technology _____

   _____

   Implements _____

   _____

2. What impact did the introduction of steel tools and implements have upon Indian land use?

Economy

1. Explain the following terms:

   Traditional way of life _____

   _____

   Trading economy _____

   _____

   Encroaching _____

   _____

Allies_____

_____

2. What was the basis of trade between the Southeastern Indians and the colonists?

   the Indians provided_____

   the colonists provided_____

3. In what ways did the white men take unfair advantage of the Indians?

4. State two factors that led to the breakdown of Indian culture.

5. What was the major difference in the way the Indians used the land before white contact and after white contact?

6. Why did this change in land use take place?

Social Organization

1. Explain the following terms:

   Obliterated_____

   _____

Confederacy_____

_____

2. After losing a large part of their population, what action did Indian groups take to ensure their survival?

3. State three features of Creek Indian life.

4. What did the early white settlers think of the Cherokee Indians? Why did they think of the Cherokees differently to the Creeks?

Population

1. Explain the following terms:

Fluctuations_____

_____

Epidemics_____

_____

2. What factors caused great variations in the Indian population during the eighteenth and nineteenth centuries?

3. In what two ways did the Indians of the Southeast present an obstacle to white settlement?

Settlement Pattern

1. Explain the following terms:

   Three-tiered pattern of settlement _____

   _____

   Dwelling units _____

   _____

   Chunkey yard _____

   _____

2. Where did the Indians locate their towns?

3. How large were Indian settlements?

4. What elements made up an Indian dwelling unit? What was the purpose of each building?

5. Complete the table to explain the ownership of the elements listed: (on following page)

Elements	Ownership
Dwelling	
Fields and gardens	
Forest	

6. Refer to Figure 8 (page 22). What reasons can you suggest for the way in which the Creek Indians laid out their towns. Why was the town house and square ground located in the center?

Transport and Communication

1. Explain the following terms:

   Confluence_____

   _____

   Strategic point_____

   _____

2. What was Standing Peachtree and where was it located?

3. What was the major means of Indian transport during the eighteenth and nineteenth centuries?

4. Refer to Figure 9 (page 25). Describe the location of the village sites on this map. Why are Indian trails found in this area? What type of topography did the trails follow?

Summary

1. Listed below is the sequence of Indian occupation in the Atlanta area. What was the major form of land use carried out during each stage of occupance?

Sequence	Land use
Paleo Indians	
Archaic Indians	
Woodland Indians	
Mississippian Indians	
Indians before white contact	
Indians after white contact	

2. What factors were responsible for the changes in land use which you have listed above?

3. How did the coming of the white man alter the Indian way of life?

4. Has this discussion of Indians in the Atlanta area prior to pioneer white settlement changed any ideas you had about Indians and their culture in the Southeast? List and explain how you now have new ideas.

5. Imagine that you are a white trader exchanging goods with the Indians. What things would you be worried about when traveling through Indian territory? What would your way of life be like?

6. Acculturation is a word used to describe the people of one culture getting traits (tools, beliefs, customs, ways of doing things) from people of another culture. How did acculturation influence Indians in the Atlanta area? How did acculturation influence the whites? Use the six-element chart below to summarize the process of acculturation.

	Two-way acculturation in Southeast	
	From the whites Indians got	From the Indians whites got
Technology		
Economy		
Social Organization		
Population		
Settlement Pattern		
Transport and Communication		

7. Which culture was most changed by the process of acculturation? Why?

8. Much of Southeastern Australia was occupied by white settlers during the early 1800s. The area was at that time occupied by aboriginal people whose culture was less developed than that of the Indian in the Southeastern United States. On the basis of what you studied about in the Southeast U. S., mark with an X those of the following statements which describe what may have occurred in Australia.

__ The white settlers forced the aboriginal inhabitants into slavery.

__ Many fierce battles were fought between aborigines and whites over land ownership.

__ Whites and aborigines lived peacefully together.

__ The technology of the aborigines changed.

__ The aborigines welcomed the white settlers.

CHAPTER 4. PIONEER WHITE SETTLEMENT - 1821 TO 1860

1. Define the following terms:

   Ceded, cession _____

   _____

   Pioneer farmers _____

   _____

   Urban center _____

   _____

2. When was the area that is now Atlanta ceded by Indians?

3. State two reasons for the establishment of forts in the Atlanta area during the early nineteenth century.

4. Name the four pioneer roads that met in the area that is now downtown Atlanta.

5. Why was the year 1821 selected as the beginning of this stage of occupance?

Technology

1. Define the following term:

   Hinterland _____

   _____

2. Why was the site of Atlanta suitable for the establishment of a transport node?

3. What technological development in transportation led to the rapid growth of the settlement that was to become Atlanta? Why?

Economy

1. Explain the following term:

   General merchandizing _____

   _____

2. What land use would have been found in the Atlanta area in the following years?

   1821 _____

   1833 _____

   1846 _____

   1860 _____

3. How did the first white settlers in the area make a living?

4. What impressions were held of the Atlanta area during this stage of occupance by many settlers and visitors?

5. What events and businesses suggest that Atlanta was a disorderly settlement around 1850?

6. What would the land use around Peachtree Street have been in the following decades?

   1830s _____

   1840s _____

   1850s _____

7. Where did the coal come from that was used to make gas for street lighting and how was it transported to Atlanta?

8. Refer to Figure 10 (page 29). What services did Marthasville (Atlanta) provide for the surrounding area in 1845?

Social Organization

1. Explain the following terms:

   Hierarchical system of land subdivision _____

   _____

Legislature_____

_____

Land lottery_____

_____

Incorporated_____

_____

2. How was the new land distributed to potential settlers in 1821?

3. How large was each lot?

4. Who was eligible to participate in a land lottery?

5. What was Atlanta called prior to 1846? See if you can find out why the name was changed.

6. How many miles did the city boundary extend in the following years?

   1846 _____

   1860 _____

7. What were the major functions of the Atlanta City Council in 1848?

8. Refer to Figure 11 (page 31). Describe the land use along Peachtree Street in 1860.

Population

1. What is the meaning of the following term?

   Census _____

   _____

2. Describe the growth of Atlanta's population between 1833 and 1860.

3. What proportion of Atlanta's population was black in 1850?

4. Why did Atlanta's population grow rapidly between 1840 and 1860?

5. Refer to Figure 12 (page 33). Why would the first house in Atlanta have been constructed from wood? Why was the architectural style known as "two-on-two?"

Settlement Pattern

1. Explain the following terms:

   Unmolested forest_____

   _____

   Rowdies_____

   _____

2. What were living conditions like in the Atlanta area before 1840? Why?

3. What led the owners of land lots to subdivide their lots into town blocks? When did this take place?

4. Why was a settlement established at the site of Atlanta?

5. What led to the rapid development of the settlement of Atlanta after the mid-1840s?

6. Refer to Figure 13 (page 35). Why do you think Atlanta's first real estate subdivision took place in this location?

7. Refer to Figure 14 (page 36). Describe the settlement along Peachtree Street in the 1850s.

Transport and Communication

1. Explain the following terms:

   Piedmont _____

   _____

   Access _____

   _____

2. What was the main mode of transport prior to the establishment of railroads in the area?

3. What towns were linked to Atlanta by rail in 1846? What other towns were linked by 1860? Figure 16 will help you answer this.

4. How important were technological developments in transportation to the growth of Atlanta as an urban center?

5. Look at Figure 15 (page 39) and you will see that Atlanta has a very confusing street pattern in the downtown area. What reasons can you suggest for this pattern?

Summary

1. Explain the following terms:

   Intersection _____

   _____

   Residences _____

   _____

2. Why do you think white settlers were slow to take up land in the area ceded by the Creeks in 1821?

3. Summarize the main features of the Pioneer White Settlement stage of occupance under the following headings:

Factors	Main characteristics
Technology	
Economy	
Social Organization	
Population	
Settlement Pattern	
Transport and Communication	

4. What were the major differences between the stage of Indian occupation and that of Pioneer White Settlement?

5. Imagine that you were a soldier who was sent to Fort Peachtree about 1820. What would the area around the Fort have looked like? Why was it necessary to establish a fort in that area?

6. Imagine that you are Hardy Ivy, the first white settler in the Atlanta area. What would you have done when you first arrived on your land? How would you and your family survive?

7. You are a passenger on a train arriving in Atlanta in 1850. What might be your first impressions of the town?

8. You are walking along Peachtree Street from the railroad terminus northwards. The year is 1858. Describe how the land use changes as you walk for a distance of two miles.

9. Goulburn, Australia, was first settled by white men about 1820. In 1856, a railroad was constructed from Sydney, the capital city, about 130 miles away. From your knowledge of what happened in Atlanta, mark with an X the following statements which may have occurred after the railroad link had been established.

__ No new commercial activities began.

__ The population of Sydney decreased.

__ The population of Goulburn increased.

__ Goulburn became a transportation gateway for the surrounding area.

CHAPTER 5. PEACHTREE STREET - 1860 TO 1920

1. Define the following terms:

   Confederacy_____

   _____

   Ordnance supply_____

   _____

   Siege_____

   _____

   Resurgens_____

   _____

2. What type of city did Atlanta become in the period immediately prior to the Civil War?

3. What types of goods were produced along Peachtree Street in the early 1860s in support of the Confederate cause?

4. Name the Union General who occupied Atlanta in 1864. Why was it important to the Union to capture Atlanta?

5. What happened to the city as a result of the occupation by Union forces? Why was this done to Atlanta when Savannah, at the end of Sherman's march to the sea, was spared?

6. When did Atlanta become the capital of Georgia? Why do you think it was made the capital?

7. Figure 17 shows Fort K near the intersection of Peachtree Street and present-day Ponce de Leon Ave. Describe the physical landscape that can be seen in the background of the photograph.

Technology

1. Explain the following terms:

   Loblolly_____

   _____

   Viaduct_____

   _____

2. Name four technological advances that were introduced into Atlanta, and especially Peachtree Street, between 1860 and 1900.

3. What changes in land use did these technological advances bring to Atlanta?

4. Answer the following questions about Figure 18 (page 44).

What types of transportation were used at this time (1872)?

What types of buildings do you see?

What types of businesses were carried on in this area?

Why are people walking on boards?

5. What changes in building type can be seen in Figure 19 (page 46)?

Economy and Settlement Pattern

1. Explain the following terms:

Transportation hub_____

_____

Rooming house_____

_____

Business district_____

_____

Wagon yards_____

_____

Exposition_____

_____

Artesian well_____

_____

2. What types of activities were housed in the buildings along Peachtree Street around 1920?

3. What type of building replaced the Governor's Mansion on the corner of Peachtree and Cain Streets in 1923?

4. What were wagon yards and why were they located on the fringe of Atlanta along Peachtree Street?

5. Refer to Figure 20. What was the main land use along Peachtree Street between Marietta and Cain in the early twentieth century?

6. Which part of Peachtree Street became a fashionable residential area between 1885 and 1910?

7. What was removed from Five Points in 1900? Why was it removed?

8. What did Five Points represent for the residents of Atlanta in the years before 1900?

9. Describe the changes in land use that occurred along Peachtree Street between 1880 and 1920 and suggest reasons for the changes.

Changes	Reasons

10. Refer to Figure 21 (page 48). What types of buildings can you see in this photograph? What modes of transport were common at this time (1905)?

11. Refer to Figures 25, 27, 28 and 29 (pages 53, 56, 57, 58). Describe the changes in land use that occurred along this section of Peachtree Street in the years 1886, 1899, 1911, and 1933.

12. Why have the fine residences shown in Figure 30 (page 59) in 1890 been replaced by a department store?

13. Describe the residential section of West Peachtree Street shown in Figure 31, taken in 1890. What type of transportation was used at this time?

14. Refer to Figure 33 (page 63).

What modes of transport can be seen?_____

_____

What do the buildings tell about the land use of this section of the city?_____

_____

15. Refer to Figure 34 (page 64). What does the tall building tell you about changing land use in this area? How can you tell the Hotel Ballard was once a fine residence?

16. Refer to Figure 35 (page 65). What does this photograph suggest about changes that were just about to occur in transportation methods?

Population

1. Describe the changes that occurred in Atlanta's total population between 1860 and 1920 and suggest reasons for the changes.

   1860 to 1864 _____

   _____

   1864 to 1890 _____

   _____

   1890 to 1920 _____

   _____

2. Why did many black inhabitants leave Atlanta in the years after 1890?

Transport and Communication

1. Define the following terms:

   Horseless carriage _____

   _____

   Ordinance _____

   _____

2. How many railroad companies operated into Atlanta in 1920? See if you can find some of the places they came from.

3. What new mode of transportation was introduced to Atlanta in 1901?

4. What slowed the growth in popularity of the automobile in Atlanta during the first decade of the twentieth century?

5. What restrictions were placed upon automobiles in Atlanta in 1904? Why were these restrictions considered necessary?

6. Do you think the restrictions were fair to drivers of automobiles? Why?

7. Why do you think Atlanta remained a transportation hub during this stage of occupance?

Summary

1. Explain the following term:

   Urbanization_____

   _____

2. Summarize the main features of this stage of Atlanta's development under the following headings:

	Main Features
Technology	
Economy	

(continued on next page)

Social Organization	
Population	
Settlement Pattern	
Transport and Communication	

3. What major changes took place along Peachtree Street between 1860 and 1920? Why did these changes take place?

Changes	Reasons

4. What impact did the completion of transport links, such as a railroad or a port or a highway, have upon the development of the area in which you live?

5. It is 1910 and you are walking along Peachtree Street in a northerly direction from the railroad terminus. Describe the changes in land use you would observe as you moved towards Ponce de Leon Avenue.

CHAPTER 6. PEACHTREE STREET - 1920 TO 1977

1. Define the following terms:

   Commercial center _____

   _____

   Financial center _____

   _____

   Industrial center _____

   _____

2. What process continued in Atlanta between 1920 and 1977?

   Why?

3. What changes in land use took place along Peachtree Street between 1920 and 1977? Use Figure 37 (page 70) to find out about land use around 1970.

Technology

1. Explain the following terms:

   Skyline _____

   _____

   Structural materials _____

2. What changes in building materials and building styles took place in Atlanta between 1920 and 1977?

3. What modes of transport are important in Atlanta today?

4. Refer to Figure 36 (page 68). Does this photograph suggest reasons to you for the discontinuance of electric streetcars in Atlanta? What were they?

   How would you describe the street pattern in this part of Atlanta?

5. What impact have Interstate Highways 75 and 20 had upon

   a. Atlanta_____

   b. Peachtree Street_____

6. What do you think was the technological change that had the greatest impact upon land use in Atlanta since 1920?

Economy and Settlement Pattern

1. Explain the following terms:

   Corporations _____

   _____

   Diversified economy _____

   _____

   Conventions _____

   _____

   Promotional campaign _____

   _____

   Facade _____

   _____

   Redevelopment _____

   _____

2. What functions does Atlanta provide for the Southeastern United States? How do these differ from the functions of 1850?

3. Why did Atlanta become known as a "branch office town?"

4. Name five commodities produced in the Atlanta area today.

5. What changes in land use have taken place in downtown Peachtree Street (south of the Peachtree-West Peachtree Street intersection) since 1920?

6. What has replaced the once fashionable residences along Peachtree Street north of Ponce de Leon Avenue?

7. What were the advantages of constructing viaducts over the railroad tracks in downtown Atlanta?

8. Describe the land use along Peachtree Street south of I-75 during the 1970s.

9. Describe the land use along Peachtree Street north of I-75 during the 1970s.

10. Why do you think changes in land use occurred in Atlanta and Peachtree Street between 1920 and 1977?

11. Refer to Figure 38 (page 72). Describe the type of building found in this section of Atlanta. What would the population density of this area be like?

12. Refer to Figure 39. What modes of transportation can be seen in this photograph? How would you describe the type of neighborhood shown in this picture?

13. Refer to Figure 40 (page 75). Describe the transport technology seen in this picture. What is the road surface made of?

Population

1. Explain the following terms:

Metropolitan area_____

_____

City limits_____

_____

Population density_____

_____

Single unit detached dwelling_____

_____

2. Describe the total population growth of Atlanta between 1920 and 1970 in

   a. The city of Atlanta _____

   _____

   b. Metropolitan Atlanta _____

   _____

3. Describe the population density along the length of Peachtree Street.

4. Describe the growth of Atlanta's black population between

   a. 1920 and 1940 _____

   b. 1940 and 1960 _____

   c. 1960 and 1970 _____

5. Why have changes occurred in the relative proportions of blacks and whites in the city of Atlanta since 1920?

Transport and Communication

1. Explain the following terms:

   Centrality _____

   _____

   Population nodes _____

2. Why can Atlanta be described as a major transport node?

3. What is MARTA and why was it established?

4. What present transportation practices will be changed if MARTA is successful? Try to add to this chart:

Transportation Change	Consequence
People drive cars to suburban subway stations	Parking lots develop on edge of city

Summary

1. Summarize the main features of the stage of Atlanta's development between 1920 and 1977 under the following headings:

	Main Features
Technology	
Economy and Settlement	
Population	
Transport and Communication	

2. What major changes took place along Peachtree Street between 1920 and 1977? Why did these changes take place?

	Changes	Reasons
South of I-75		
North of I-75		

3. Imagine that you are walking along Peachtree Street today. As you start from Five Points and move along the entire length of the street, describe the changes in land use that you would see.

UNIT SYNTHESIS

1. Explain the following terms:

   Physical landscape _____

   _____

   Cultural landscape _____

   _____

2. During which stage would you have liked to live in the Atlanta area? Would you have liked to have lived on Peachtree Street during that stage or somewhere else in the area? Give reasons for your answers.

3. Did you learn a new way of looking at the development of a city from your study of this unit? If so, what was it?

4. What did you like about this unit? What did you dislike about this unit?

5. Complete the chart on the following page. This chart summarizes the major points from the entire unit. If you do not have enough space on the chart opposite, use sheets of paper to make up your own chart. Your summary should be as complete as you can make it.

ELEMENT	STAGE 1 Pre-history & early history 9500 BC-1000AD	STAGE 2 Indian life prior to white contact 1000 AD-1600 AD	STAGE 3 Indian life after white contact 1600 - 1800	STAGE 4 Pioneer white settlement 1821-1860	STAGE 5 Peachtree St. commercial & fashionable residential 1860 - 1920	STAGE 6 Peachtree St. commercial & high-density housing area 1920 - 1977
Technology						
Economy						
Social Organization						
Population						
Settlement Pattern						
Transport and Communication						